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Infrastructure Development in Landlocked and Transit Developing Countries: Foreign Aid, Private Investment and the Transport Cost Burden of Landlocked Developing Countries

by

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Introduction

1. Of the 30 landlocked developing countries worldwide, 15 are in Africa (with 12 of them also least developed countries (LDCs), another 5 are in South and East Asia (4 of them LDCs), a further 8 are in Central Asia and Eastern Europe: and the remaining 2 are in Latin America (see table 2B)[1]. In addition to the landlocked developing countries, this report will focus on a further selected 34 countries worldwide: they are the principal coastal transit countries serving the developing landlocked countries by providing land transit corridors to ports, giving them access to the sea and to world markets. Sixteen of these transit countries are in Africa (9 being LDCs), another 7 are in South and East Asia (1 is an LDC), a further 7 are in Central Asia and Eastern Europe, and the remaining 4 are in Latin America.

2. The focus here on both landlocked countries and their transit neighbours is important for the two main objectives of this report: (a) to examine the extent of external financial support for the main transit corridors serving landlocked countries, which by their very geographical nature lie mainly in the territory of transit neighbours; and (b) to provide an analysis of the overall size of the transport cost burden on imports facing landlocked countries in comparison with their own coastal transit neighbours.

3. In both of these exercises it is important to keep in mind the basic fact that most of these landlocked countries already provide transit transport services to their own neighbours, both landlocked and coastal countries, and that the potential for even greater transit flows of this sort in the future may in many cases be considerable.

[1] Twelve countries in Europe are classified as developed landlocked countries: Switzerland, Austria, Hungary, Slovenia, Czech Republic, Slovakia, Republic of Moldova, Luxembourg, Andorra, Liechtenstein, San Marino and Holy See.

I. External finance for the transport sector

4. Data on official development assistance (ODA) and other official flows (OOF) to the transport sectors of landlocked developing countries and their transit neighbours are available in the form of gross commitments from Development Assistance Committee (DAC) Bilateral donors and from Multilateral donors (other than UN agencies) in reports on assistance under the Creditor Reporting System of the DAC. Furthermore, these data are broken down into at least six major subcategories of transport, and are summarized in tables 1(A to D) and 2 (A and B) below, with information for the years 1990-1999. Data on the very limited flows of Private Foreign Direct Investment to the transport sector concerned only 5 landlocked countries in the 1990s according to the private participation in infrastructure (PPI) database of the World Bank; much larger flows (indeed exceeding ODA and OOF flows) were directed to 20 of the transit neighbour countries, with the largest flows to Brazil, Argentina and China (see table 3). Data on the flow of domestic internal resources to the maintenance and expansion of transport infrastructure are unfortunately not available in a form that would permit ready comparisons of the landlocked and transit countries' own efforts, although such amounts are no doubt considerable, even where they may fall far short of reasonable requirements.

5. External assistance commitments to the 30 landlocked countries are summarized in table 1A, with data for the decade and for the latest year. Total commitments for all purposes are shown for reference in column (9); column (1) then shows commitments for physical infrastructure of all types; commitments for the transport sector are then shown in column (2); and there follow in columns (3) to (8) six main subcategories of transport: policy and administrative management, road, rail, water (including ports), air, and storage. Columns (10) to (15) provide reference data for comparison: data on debt relief commitments, data on total net disbursements in contrast to the commitment data used for purpose-of-aid reporting, data on ODA net disbursements to highlight the few countries where OOF is particularly important, data on commitments to the oil and gas industry (which would include pipelines, another form of transport), and finally population and gross national product (GNP) data.

6. For the 30 landlocked countries as a whole for the 1990s (with a population of 320 million), transport sector commitments came to $8.6 billion and constituted 11.8 percent of commitments of all types to them, as compared with $50.2 billion and 13.6 percent for 34 transit neighbour countries (with a population of 3,521 million, including China and India). Physical infrastructure of all types constituted 26.5 percent of all commitments for the 30 landlocked countries and 33.5 percent for the 34 transit countries. It should, of course, be noted that transport projects in landlocked countries are likely to contribute to the efficiency or quality of transit transport, but might have objectives with little effect on main transit transport corridors however, in the case of large transit countries especially, there is no assurance that the typical transport investment will affect any of the transit transport corridors serving their landlocked neighbours.

7. The 30 landlocked countries in table 1A are rank-ordered by population size in order better to highlight the countries with particularly high or low commitment levels for their size, since in matters of aid flows there is a normal pattern of somewhat larger per capita aid flows as

country population is lower. Thus it is possible to note the countries with particularly low or particularly high total external aid financing commitments to transport by observing the relative highs and lows in column (2) - Afghanistan is low along with Niger, Rwanda, Azerbaijan, Burundi, Tajikistan, Turkmenistan, Armenia, the former Republic of Macedonia, Swaziland and Bhutan. On the other hand, relative highs are observed for Uganda, Kazakhstan, Zimbabwe, Zambia, Bolivia, Paraguay, the People's Democratic Republic of Lao, the Central African Republic, Mongolia and Swaziland. A similar analysis for 34 transit countries can be made using table 2A, with particularly low countries being Nigeria, the Islamic Republic of Iran, the Democratic Republic of Congo, Serbia and Montenegro, Georgia, and Eritrea, and particularly high countries being China, Brazil, Viet Nam, Thailand, Peru, Ghana, Cameroon and Benin.

8. Transport sector commitments as a percentage of total commitments range from a high of 31 percent for Swaziland, followed by 5 other landlocked countries with above 20 percent, 9 countries between 10 and 20 percent, 10 countries between 5 and 10 percent, and 5 countries below 5 percent (see table 1B). Transport sector commitments in dollars per capita range from a high of $13.12 for Swaziland, followed by the People's Democratic Republic of Lao ($12.52), 5 other landlocked countries between $5 and $10, 13 countries between $2 and $5, and 10 countries with less than $2 (see table 1C). In addition, transport sector commitments as a percent of GNP range from a high of 4.9 percent for the People's Democratic Republic of Lao, followed by 3.5 percent for Mongolia and 2.7 percent for the Central African Republic, and then by 13 other landlocked countries with between 1 percent and 2 percent, and 14 countries with less than 1 percent (see table 1D). Finally, the full detail of commitments to individual landlocked and transit countries over the 1990s are presented, by region, in table 2B.

9. As to the allocation of official external financing commitments among the various subsectors of transport, the 16 landlocked LDCs are especially concentrated (82.4 percent) on road transport; 14 other landlocked developing countries are only 52.7 percent concentrated on road transport, with stronger showings for transport management and air transport and a significant showing (13.2 percent) for rail transport (compared with only 1.8 percent for the 16 LDCs). The 34 transit countries are 46.3 percent concentrated on road transport, followed by a strong showing for rail (24.1 percent), and a significant share for water and ports (10.9 percent), as is appropriate for coastal transit countries.

10. Data on private foreign direct investment is collected by sector by the World Bank's PPI database, covering the 1990s, and is presented in table 3. The flows to landlocked countries have been quite small, limited to five countries: in Bolivia, an airport project for $100 million, and two railway projects for $46 million; in Paraguay, $58 million for a road project; in Zimbabwe, $18 million for a toll bridge and $70 million for a railroad bridge; in Malawi, $6 million for a project on the Malawi-Nakala railway; in Burkina Faso, there was a private "operation and management" project in support of the Abidjan-Ouagadougou railroad, but this did not involve any private investment funds. The total of $299 million in private investment for the decade is in marked contrast to ODA plus OOF commitments to the 30 landlocked countries of $8.6 billion during the 1990s. There is a sharply different picture for the transit countries: fully 20 of the 34 benefited from investments listed in the PPI data base, which

totalled $66.5 billion for the decade compared to ODA plus OOF commitments to all 34 countries for the decade of $50.2 billion. Private flows to Brazil totalled $20.4 billion compared to official commitments of $5.5 billion; private flows to Argentina came to $17.8 billion, swamping official commitments of $570 million; private flows to China were $15.7 billion, nearly equal to the official commitments of $16.6 billion; Thailand's private flows reached $4.3 billion, somewhat less than official commitments of $6.1 billion; and Chile's private flows of $3.7 billion far exceed official commitments of $772 million.

11. Important as the role of private investment has become in financing transport infrastructure, it remains strictly limited to more advanced developing countries: 17 of the 34 transit countries received no private investment funding during the 1990's and even more limiting, 26 of the 30 landlocked countries were left out of any private flows. In view of this acute constriction so far of private flows, the ongoing erosion of ODA flows in recent years is especially disturbing. In this connection, unmet transport infrastructure needs are widespread. This was stressed, for example, at the recent Third UN Conference on LDCs where the thematic session on infrastructure called for "specific financing of the missing elements of the Trans-African Highway Network". Developments in the past year or so suggest that innovative ways to support privatization of transport in southern Africa are being pursued. Nevertheless, the shortfall in investments and other bottlenecks affecting the quality and efficiency of transit transport for landlocked countries generally, but especially in Africa, can be seen from data on the additional transport cost burden facing these countries as compared with their coastal transit neighbours, a matter analysed in the next section.

II. The comparative transport cost burden of landlocked countries

12. It is difficult to measure the burden of transport costs on the foreign trade of landlocked developing countries or to compare it with the costs faced by coastal transit countries for their own foreign trade. Efforts to improve the efficiency and quality of transit transport services are often hampered by lack of adequate data on the actual costs of alternative transit transport routes, including the costs of uncertainty, unreliability and delay. Any attempt to compare the transport cost situation of each of the landlocked countries with the other and with each of their coastal transit neighbours runs up against the fact that that there are no readily available international data series which can relate the value of merchandise exports and merchandise imports on a free on board (f.o.b.) basis, i.e. excluding all freight and insurance charges, to the value when delivered abroad or received from abroad, i.e. on a cost, insurance and freight basis, including freight and insurance. Customs reports for some countries attempt to provide such information with respect to imports, identifying the difference between f.o.b. and c.i.f. valuations for individual import transactions, but most countries are unable to do this. Customs data on exports are typically on an f.o.b. basis.

13. If we are to compare transport cost burdens among countries, there is really only one readily available data source - the International Monetary Fund's *Balance of Payments Yearbook* estimates of the value of a country's merchandise (i.e. goods) imports on an f.o.b. basis, together with estimates of foreign exchange payments (debits) for freight. Debit

payments for insurance can also be noted, but this includes all types of insurance in addition to that on cargo (which is not available separately); thus a conservative measure of transport cost burden for a country is simply the ratio of debit payments for freight to total value of goods imports (f.o.b.), expressed as a percentage. These data are available for virtually all countries in the world, although the estimates for some countries may be delayed by as much as five years in the case of five African landlocked countries (Burkina Faso, Chad, Central African Republic, Zimbabwe and Malawi), and even longer in the case of Zambia.

14. The estimates for the IMF's balance-of-payments database are generally prepared by specialists in the various countries' central banks, on the basis of customs data and special surveys of banks and other firms engaged in foreign trade and transport; in some cases, "cookbook" formulas may be used to adjust the raw customs data, which are usually simply imports (c.i.f.). Estimates typically attempt to cover items excluded from customs, such as so-called shuttle trade, or informal trade with neighbouring countries.

15. The measure, "freight payments as percentage of imports", which is the mainstay of this analysis, has a number of biases which need to be understood, many of which may understate the true burden of transport costs:

(a) Cargo insurance is in some cases probably included with freight, while in others it may be separately covered in the insurance (debit) item;

(b) It is not clear whether the full burden of informal transport charges at security checkpoints is included or excluded from freight estimates;

(c) If part of the freight charges on imports are provided by local firms and paid in local currency, such payments might be excluded from the freight (debit) item, or might be included and offset with a freight (credit) item. For countries with a large transport capacity internationally this could lower the nominal freight burden if such charges were excluded.

(d) If a landlocked country (such as Nepal) purchases off-the-shelf goods in India which had been previously imported from, say, Europe, the transport charges to Nepal would be minor and the substantial original transport costs now buried in the price of the item would be lost in calculating the true transport burden of the imported item.

(e) In theory, the customs import data (c.i.f.) on which the balance-of-payments data may be based should represent the burden of import costs up to the landlocked country's border. In practice, estimates in some cases include internal transport charges up to the destination city in the landlocked country. The true economic burden of freight costs on imports should indeed include these internal costs.

16. The extent of the possible bias in our use of Freight as a surrogate for the true value of imports (c.i.f). minus imports (f.o.b.) can be seen for a few cases where customs collects both goods import values directly:

(1999 data) Country	(Bal. of pay. est.) Freight payments as percent of Imports (f.o.b.).	(Customs est.) Imports (c.i.f.) minus liports (f.o.b.) as percent of imports (f.o.b.)
United States of America	2.2	3.4
Turkey	3.2	4.5
Argentina	4.4	5.8
Chile	5.6	8.5

The insurance and other factors appear to add about one to three percentage points to the freight measure (but in proportional terms the additional factors increase the burden by from one third to one half). In the rest of this analysis, we will use the freight measure without adjustment for these other factors.

17. The results of the freight measure for the world and its main regions are as follows (along with estimates of the share of each region's imports from industrial countries and from the region itself, which are important determinants of a country's total freight burden).

Region	Freight payments (1999) as percent of Goods imports (f.o.b.)	percentage of goods imports from: Industrial countries	Own region
World total	3.4	65	100
Developed industrial countries	2.9	70	70
Developing countries	4.7	57	41
Africa	8.8	63	10
South and East Asia	4.8	49	40
Central Asia and Eastern Europe	2.5	63	25
Middle East	7.4	63	8
Latin America	3.4	73	15

It is noteworthy that the freight measure for Africa is almost double the average for all developing countries, and almost triple the rate for Industrial Countries. This partly reflects Africa's distance from industrial markets and the extremely low dependence on intra-African trade. The low freight rate of 2.9 percent for industrial countries may also reflect a greater

concentration on higher-valued imports on the part of these very rich countries, which would tend to drive down the relative importance of transport costs; furthermore, an extremely high percentage of imports come from within the region, and a large part is from nearby countries, thereby reducing average freight costs. The very low rate for Central Asia and Eastern Europe reflects a relatively high intraregional trade and close proximity to industrial Western Europe. Despite the great distance of South and East Asia from most of the industrial countries, the region's overall freight measure is relatively low because its dependence on these countries is the lowest of any developing region, just as its dependence on its own region is the highest (40 percent). The relatively high Middle East rate reflects in part the very low level of intra-trade in the local region, and the fact that about one third of imports are from distant East Asia, the United States and Japan. Finally, the relatively low freight-to-import ratio for Latin America is particularly the result of the very large cross-border imports into Mexico from the United States amounting to 30 percent of all Latin American imports from all sources.

18. Before comparing particular landlocked and transit countries, it is worth restating the main factors that affect the level of the freight-to-import ratio:

(a) The actual freight costs, which are specified for particular routes, are a function of factors such as the distance traversed, the mode of transport and number and type of changes entailed, the conditions and capacity of ports, the difficulties of terrain, the quality and state of maintenance of the road or track and of the vehicles or freight cars, the frequency of scheduled service, the volume of traffic, the degree of competition, the cost of fuel or power, the number and types of delay en route, the clarity and simplicity of border-crossing procedures, the costs of any necessary security arrangements, the existence of special promotional rates or the existence of excess capacity or of reduced backhaul rates, or the availability of any special subsidies for particular importers or types of cargo. However complex these factors may be, the importer will normally know the cost of purchase in a foreign country and the additional cost for delivery.

(b) While freight charges may vary to some extent according to the value of merchandise, weight or volume is likely to be the main determinant of freight cost for a particular mode of transport. If the value of a country's imports is higher because its commodity structure is biased towards high-value low-weight items, then its freight-to-import ratio will be lower. On the other hand, low-value per ton items such as wheat can have very high freight-to-value ratios. Poorer countries may be likely to have a preponderance of lower-valued bulky imports with higher freight ratios, but there is no readily available yardstick to measure the extent of this phenomenon. Indeed, landlocked countries with little industry may import relatively few raw materials for further processing and may import many finished goods which might act to lower the freight-to-import ratio.

(c) The composition of imports according to their region of origin will play an important role in determining the freight-to-import ratio. If dependence on distant industrial countries for imports is higher the ratio will be higher; if

imports from the country's own region are higher the ratio is likely to be lower. Furthermore, as indicated earlier, if imports from industrial countries are resold off the shelf by large coastal countries to neighbouring landlocked countries, the freight ratio of the latter will be lowered as compared with direct import from the industrial country.

(d) The freight-to-import ratios, as indicated above, are estimates based on surveys and analyses, which appear to show varying degrees of conservatism and which may be out of date. It will be important to try to improve these data in the future.

19. The main results of this study are presented in table 4, below. The table is organized by region, showing for each region its landlocked countries. For each landlocked country its main transit neighbours are shown with it, and the key measure of transport burden - freight as a percentage of imports - is given for both; and then in each case the difference between the landlocked rate and each particular coastal rate is shown. In addition, for each landlocked and each coastal country, data are shown on the percentage of imports from industrial countries and from the local region itself to see whether these will help explain to some extent relatively high or low freight-to-import ratios. (Three additional columns on the structure of exports may be useful in considering the implications of the present analysis for assessing the burden of transport costs on the exports of landlocked countries.)

20. A look at table 4 indicates the extremely high transport cost burden facing all but a few landlocked countries, and reveals a substantial differential compared with coastal neighbour countries, many of which themselves face very high transport costs, particularly in Africa. Overall, 18 of the 30 landlocked countries had freight-to-import rates of 10 percent or more, while 11 of the 32 coastal transit countries shown had rates that high. In Africa, 13 of the 15 landlocked countries had burdens of at least 10 percent, with 7 exceeding 20 percent, and 5 ranging from 25 percent to 43 percent (Chad); and of 14 African coastal transit neighbours with data, 9 had rates of 10 percent or more (7 of them are LDCs).

21. Table 4 also shows the *difference* in rate for 26 of the landlocked countries as compared with 30 coastal neighbours for which balance-of-payments data were available; missing are Afghanistan, Bhutan, Tajikistan and Uzbekistan among the landlocked countries, and Eritrea and Viet Nam among the coastal neighbours. A total of 64 relevant comparisons are made covering the 58 main transit pairs in all developing regions and these are shown in the column "Difference Landlocked percent minus Transit percent". In 47 comparisons the difference is positive, with 15 of them greater than 10 percent, and 9 (all in Africa) greater than 15 percent (and as high as 36 percent for Chad compared with Nigeria). In 2 comparisons the difference is zero, and in 15 it is negative (up to as much as -9 percent). The review by region below will point out the special circumstances that may explain some of these anomalies.

22. The highest freight-to-import rates in the world are in West Africa, reflecting first of all the extreme distances involved, and no doubt inefficiencies and quality shortfalls in transit transport facilities and arrangements. The rates for many of the main coastal outlets are also

particularly high. The rate for Burkina Faso is clearly lower than for the other landlocked countries in West Africa (and no higher than two of its main coastal neighbours), which may suggest more conservative data estimation procedures in this case. All but one (Mali) of the countries of the subregion depends on distant industrial countries for half or more of their imports. Their similarly high dependence on industrial countries for their exports suggests that the freight burden on exports, which is not derivable directly from balance-of-payments data, is likely also to be high, although this depends very much on the extent of high-unit-value products in the export structure. Mali, despite a relatively low dependence on industrial countries for both imports and exports and a high dependence on African sources, especially Côte d'Ivoire, for imports, nevertheless has a differential of 20 percent or more in its freight burden on imports compared with its three transit neighbours the highest such mark-up in the world except for Chad.

23. In Southern Africa Malawi has by far the highest freight burden, followed by Zambia and Zimbabwe. All three are relatively lightly dependent on industrial countries for their imports, with significant amounts coming from the African region. Since over half of exports are directed towards distant industrial countries the freight burden facing them may be very substantial, unless offset by high-unit-value exports. The freight burden data for these countries as well as for the landlocked countries in West Africa are seriously out of date and may distort the current situation.

24. The other three landlocked countries in Southern Africa (Botswana, Lesotho and Swaziland) are all part of the Southern African Customs Union, and data on the direction of their foreign trade as against their trade with South Africa are not readily available. Given the large numbers of migrant workers from these countries who provide a steady flow of informal imports which may not be related to any freight costs, the meaning of the coefficients shown in the balance of payments is not clear. Furthermore, given the close proximity to wholesale sources in South Africa, very little may be estimated as imports from the very distant industrial countries even though many imports may have actually originated there.

25. In East Africa, Burundi, Rwanda and Uganda rely on Kenya and the United Republic of Tanzania for access to the sea. The large decline in Burundi's freight ratio in 1999 is not readily explained. Given the freight-to-import ratio of 23 percent, the relatively low (33 percent) dependence of Uganda on imports from industrial countries and its relatively high (50 percent) reliance on African sources in contrast with a 77 percent reliance on distant industrial countries for its exports suggest the possibility of a high transport burden on these exports (although many of them are high-unit-value items, e.g. coffee). Ethiopia's freight burden of 10 percent seems anomalously low compared with a burden of 15 percent for its coastal port neighbour, Djibouti.

26. In South and East Asia, balance-of-payments data are not available for Afghanistan or Bhutan, but the cases of the other three landlocked countries are particularly interesting. Nepal, a very remote mountain country, has the lowest freight-to-import rate of any country shown in table 4, i.e. 1.8 percent. This is in sharp contrast with its main transit neighbour, India, whose rate is 10.5 percent. It could be that the freight data are underestimated and that inadequate

allowance is made for the transport costs of goods imported from India, which are estimated to constitute one-third of all of Nepal's imports (with another third coming from elsewhere in South and East Asia). Furthermore, imports directly from industrial countries (all of which are very remote) are extremely low - only 11 percent of total imports (while they are 46 percent for India). On the other hand, Nepal's goods exports, which amount to only 31 percent of its imports, are heavily concentrated (60 percent) on industrial countries, and the freight burden is potentially high (unless offset by high unit values) - but the freight-to-import rate provides no clue.

27. The Lao People's Democratic Republic has a relatively low freight-to-import rate - only 6.4 percent, which is less than that of at least two of its transit neighbours, Thailand and Cambodia. This reflects the fact that over two-thirds of Lao imports come from Thailand and only 10 percent come directly from industrial countries (whereas Thailand is 52 percent dependent on industrial countries for its imports, half of these from Japan). Lao exports are 41 percent directed to industrial countries (mainly in Europe) and may face a high freight burden, depending on the value structure of these exports.

28. Mongolia, with a freight-to-import rate of 11 percent, receives about 30 percent of its imports from industrial countries, 28 percent from the Russian Federation and 35 percent from South and East Asia; its two transit partners, the Russian Federation and China, receive about half of their imports from industrial countries.. Mongolia's exports go 56 percent to South and East Asia (mainly China), and 31 percent to industrial countries.

29. In Central Asia and Eastern Europe, data on freight burden are not available for Tajikistan or Uzbekistan. Freight-to-import rates of over 10 percent are observed for Turkmenistan, Armenia and Kyrgyzstan, considerably higher than for their transit neighbours. Kazakhstan, Azerbaijan and Macedonia, the former Yugoslav Republic show little or no difference from their transit neighbours. Most of these countries rely heavily on imports from their own region, followed by imports from industrial countries, with generally similar export patterns.

30. In Latin America, Bolivia with a freight burden of 11.4 percent exceeds that of its coastal neighbours by 3 to 7 percent; but it imports a larger share from its own region than do its neighbours, and a smaller share from industrial countries, a situation that reverses itself for Bolivia's exports. Paraguay, with a freight burden on imports of 6.6 percent, is 2 to 3 percent above that of its neighbours; but its exports are more directed to its own region, with a possibly relatively low freight burden on them.

31. While the freight-to-import rate provides a means for comparing countries globally as to the relative size of their freight burden, it is worth looking at some comparisons of actual freight rates for a wide variety of destinations. A major shipper from Baltimore, Maryland, provided a snapshot of its rates in force for a preferred customer (a major international organization) in 1999 for shipping a 40-foot "loosely packed" container to 35 different landlocked country destinations and to 29 different coastal country destinations. A few of the rates shown were particularly low, reflecting special circumstances such as heavy traffic by the firm to a few of the destinations. Nevertheless, the data provide some comparisons of rates to

particular ports as against rates to inland destinations by way of the particular port. Of course the freight rate in dollars per container needs to be converted to a percentage by assigning a value to the contents of the container. Table 5 presents these data; for both landlocked and coastal countries, destinations are ranked by cost of shipment in descending order. The table also shows the port city of entry, and the great circle distance from the United States of America to the destination (not the actual distance traversed by the sea and land route to be actually used). For example, if the container contents were valued at $100,000, the freight rate would vary between a low of 1 percent and a high of 13 percent. If valued at $50,000 the rate would be between 2 percent and 26 percent. Thus, a high to low ratio of 13 to 1 in dollars per container, when converted to percentage rates, is likely to provide a much smaller variation in freight burden with realistic assumptions about likely cargo values.

32. Too little is known in a systematic way about the burden of transit transport costs or what investments or improvements in procedures are likely to have the greatest impact in reducing costs. With regard to the most extreme freight burden - that in West Africa - a new initiative now being launched there may be particularly beneficial. This is an initiative being undertaken under the auspices of the West Africa Forum by the West African Business Network (REAO) to provide a pilot study of three transit corridors:

(a) Lome/Ouagadougou/Bamako;

(b) Abidjan/Ouagadougou/ Niamey; and

(c) Tema/Ouagadougou/Bamako.

33. The project to be funded by REAO and the World Bank will take 18 months to complete and will be carried out by a team with expertise in transport economics, statistics and computer databases, with the aim of identifying and quantifying abnormal practices in each of these corridors, tariff and non-tariff barriers, measures of the degree of competition, etc., and enlisting the full cooperation of transport operators and users and all relevant public and private parties involved in these routes. It is to be hoped that this exercise will provide a much more accurate picture of the transport cost burden on the economies of this region and a blueprint for continuing improvements.

Table 1 A: Landlocked Transport
Development Assistance for All Physical Infrastructure and for the Transport Sector (and its major components)
Gross Commitments in US Dollars (millions) to 30 Individual Landlocked Developing Countries, Ranked by Population in 1999
Total All Sources in DAC Purpose Reporting System

Recipient Country ODA and OOF from DAC bilateral and from multilateral sources (excluding UN agencies)	Year	(1) Total Commitments for Physical Infrastructure (all types)	(2) of which Transport Sector code 210	(3) of which Transp. Policy & Administrtv. Management code 21010	(4) Road Transport code 21020	(5) Rail Transport code 21030	(6) Water Transport (incl. Ports) code 21040	(7) Air Transport code 21050	(8) Storage code 21061	(9) **For comparison:** Total Gross Commitments (all purposes) code 999	(10) of which action on debt code 600	(11) Total Net Disbursements (all purposes)	(12) of which ODA net Disburs.	(13) For reference: Oil and Gas (including pipelines) code 32262	(14) Population (thousands) 1999	(15) GNP ($ million)
30 Landlocked Dev. Ctrs.	1990-1999 Tot	19189.8	8555.8	1035.6	6018.7	545.6	31.4	916.0	7.4	72428.7	4968.5	75175.8	71564.4	321.9		10601045
	1999	1978.6	871.3	94.0	732.3	7.6	0.4	36.9	0.0	7421.1	485.8	7305.4	6893.7	2.3	320234	112256
16 Landlocked LDCs	1990-1999 Tot	11496.4	5088.3	465.3	4152.5	89.2	13.2	319.5	7.4	46518.6	3316.3	51681.6	52306.8	108.4		347157
	1999	987.0	505.0	7.8	483.4	6.0	0.1	11.7	0.0	4508.9	370.8	4392.1	4466.7	0.4	220585	38079
14 Other Landlocked Ctrs.	1990-1999 Tot	7693.4	3467.6	570.3	1876.2	456.4	18.2	596.5	0.0	25910.1	1682.2	23494.2	19287.7	213.6		712888
	1999	991.6	362.3	86.2	249.0	1.6	0.3	25.2	0.0	2912.3	115.0	2913.3	2427.0	1.9	99649	74217
Ethiopia (LDC)	1990-1999 Tot	1656.2	1031.3	7.8	953.8	0.9	0.1	68.7	0.0	6603.0	530.2	7575.0	7416.7	74.3		65084
	1999	33.0	15.4	0.0	15.3	0.0	0.1	0.0	0.0	327.9	2.2	580.6	589.1	0.0	62782	6472
Afghanistan (LDC)	1990-1999 Tot	34.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	691.1	0.5	1707.4	1707.4	0.0		n.a.
	1999	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.3	0.0	118.8	118.8	0.0	25865	n.a.
Uzbekistan	1990-1999 Tot	767.3	363.4	0.0	7.9	126.1	3.4	225.9	0.0	1384.2	0.0	1240.7	734.2	0.0		161546
	1999	144.7	25.2	0.0	0.0	0.0	0.0	25.2	0.0	229.1	0.0	291.6	149.8	0.0	24600	17505
Nepal (LDC)	1990-1999 Tot	1611.8	442.3	22.7	329.2	0.3	0.0	89.1	0.0	3446.6	98.2	3813.0	3758.9	3.1		42361
	1999	232.0	76.0	5.0	59.9	0.0	0.0	11.2	0.0	421.2	18.5	322.6	312.8	0.0	23385	5064
Uganda (LDC)	1990-1999 Tot	1300.3	520.0	85.1	336.5	31.8	0.0	66.6	0.0	6109.3	356.8	5780.1	5955.5	0.4		43888
	1999	175.8	105.3	0.0	99.3	6.0	0.0	0.0	0.0	668.5	37.0	560.4	563.5	0.4	21480	6335
Kazakhstan	1990-1999 Tot	855.6	622.8	40.0	327.9	85.8	0.0	169.1	0.0	3123.2	0.0	2897.6	874.7	126.6		181752
	1999	260.9	100.2	0.0	100.0	0.2	0.0	0.0	0.0	358.1	0.0	299.8	165.1	1.1	15438	15722
Zimbabwe	1990-1999 Tot	1340.7	427.3	11.3	289.2	99.5	1.6	25.7	0.0	5169.2	105.6	4414.4	3856.9	0.0		62004
	1999	51.4	30.1	0.0	30.1	0.0	0.0	0.0	0.0	309.3	0.5	188.8	260.0	0.0	11904	5228
Burkina Faso (LDC)	1990-1999 Tot	812.9	312.4	9.5	285.9	10.0	4.5	2.4	0.0	3056.5	118.1	3756.4	3776.6	0.0		25113
	1999	144.2	43.7	0.0	43.7	0.0	0.0	0.0	0.0	442.1	31.1	360.1	363.8	0.0	10996	2631
Mali (LDC)	1990-1999 Tot	770.5	319.6	65.8	239.5	9.4	0.0	4.9	0.0	3509.1	77.0	3972.4	3526.6	0.0		24758
	1999	16.4	0.3	0.0	0.0	0.0	0.0	0.3	0.0	348.6	24.9	332.3	329.5	0.0	10911	2676
Malawi (LDC)	1990-1999 Tot	818.8	335.6	2.1	305.2	16.5	7.7	0.8	3.3	3563.3	106.9	3819.2	3502.7	0.0		18565
	1999	126.1	103.7	0.2	103.6	0.0	0.0	0.0	0.0	405.6	26.6	425.2	428.3	0.0	10788	1783
Niger (LDC)	1990-1999 Tot	239.7	54.5	28.8	25.4	0.0	0.0	0.3	0.0	1831.4	70.0	2708.6	2905.6	0.0		20471
	1999	5.9	0.1	0.0	0.1	0.0	0.0	0.0	0.0	115.1	30.4	160.7	173.6	0.0	10494	2035
Zambia (LDC)	1990-1999 Tot	1025.6	457.4	9.8	417.2	17.2	0.2	13.1	0.0	7518.7	1734.6	6152.3	6671.3	30.0		28579
	1999	98.2	82.0	0.0	82.0	0.0	0.0	0.0	0.0	749.5	147.0	544.9	593.0	0.0	9882	2566
Rwanda (LDC)	1990-1999 Tot	390.8	201.1	53.2	143.0	0.0	0.0	0.7	4.1	2537.5	60.1	3422.5	3408.1	0.0		16785
	1999	2.3	0.5	0.0	0.5	0.0	0.0	0.0	0.0	280.8	16.8	307.1	295.2	0.0	8310	1946
Bolivia	1990-1999 Tot	1368.2	657.1	54.4	524.9	15.5	2.9	59.4	0.0	6804.6	1485.8	6051.6	5961.8	65.0		62524
	1999	185.0	142.0	53.5	88.1	0.1	0.3	0.0	0.0	749.3	114.6	517.1	561.8	0.0	8135	8318

Azerbaijan	1990-1999 Tot	439.2	14.7	0.0	0.0	0.0	0.0	14.7	0.0	595.8	0.0	1'056.8	761.7	20.8		33668
	1999	165.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.2	0.0	218.7	141.3	0.0	7580	4'316

Table 1A: Landlocked Transport (continued)

Recipient Country ODA and OOF from DAC bilateral and from multilateral sources (excluding UN agencies)	Year	(1) Total Commitments for Physical Infrastructure (all types)	(2) of which Transport Sector code 210	(3) of which Transp. Policy & Administrativ Management code 21000	(4) Road Transport code 21020	(5) Rail Transport code 21030	(6) Water Transport (incl. Ports) code 21040	(7) Air Transport code 21050	(8) Storage code 21061	For comparison (9) Total Gross Commitments (all purposes) code 999	(10) of which action on debt code 600	(11) Total Net Disbursements (all purposes)	(12) of which ODA net Disburs.	(13) For reference Oil and Gas (including pipelines) code 32262	(14) Population (thousands) 1999	(15) GNP ($ million)
Chad (LDC)	1990-1999 Tot	456.6	248.9	56.6	176.0	3.0	0.0	13.2	0.0	1'698.1	32.1	2'184.2	2'061.8	0.5		12852
	1999	38.3	8.0	2.6	5.1	0.0	0.0	0.2	0.0	158.1	10.8	157.5	156.2	0.0	7486	1541
Burundi (LDC)	1990-1999 Tot	249.6	97.7	0.4	97.3	0.0	0.0	0.0	0.0	1'189.8	27.6	1'566.5	1'568.5	0.0		9788
	1999	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	128.5	6.5	62.4	64.4	0.0	6678	694
Tajikistan	1990-1999 Tot	5.0	4.1	0.0	0.0	0.0	0.0	4.1	0.0	327.2	0.0	566.1	511.5	0.0		17861
	1999	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.7	0.0	99.8	99.8	0.0	6219	1871
Paraguay	1990-1999 Tot	1'116.1	481.4	185.3	296.1	0.0	0.0	0.0	0.0	2'147.2	0.0	1'076.8	955.1	0.0		76371
	1999	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.4	0.0	171.7	76.2	0.0	5359	7958
Lao PDR (LDC)	1990-1999 Tot	1'093.0	638.0	40.0	541.2	0.0	0.0	56.7	0.0	2'096.1	61.8	2'198.0	2'188.3	0.0		13111
	1999	20.2	11.6	0.0	11.6	0.0	0.0	0.0	0.0	101.7	2.8	294.6	285.5	0.0	5097	1373
Turkmenistan	1990-1999 Tot	105.6	71.4	34.2	0.0	37.2	0.0	0.0	0.0	235.3	0.0	547.3	148.4	1.1		31388
	1999	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.3	0.0	178.2	18.1	0.8	4780	3279
Kyrgyzstan	1990-1999 Tot	315.5	220.1	0.0	165.7	0.0	0.0	54.4	0.0	1'333.0	0.0	1'428.4	1'367.3	0.1		20524
	1999	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	133.6	0.0	246.8	246.8	0.0	4744	1167
Armenia	1990-1999 Tot	255.0	32.9	0.0	31.0	0.0	0.0	1.9	0.0	1'207.8	0.0	1'266.1	1'186.8	0.0		15625
	1999	81.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	218.1	0.0	173.8	173.3	0.0	3809	1908
Central African Rep. (LDC)	1990-1999 Tot	415.9	299.7	83.1	213.5	0.0	0.7	2.4	0.0	1'030.6	38.8	1'448.7	1'466.0	0.0		11026
	1999	32.6	10.6	0.0	10.6	0.0	0.0	0.0	0.0	88.9	15.5	97.5	98.5	0.0	3540	1035
Mongolia	1990-1999 Tot	611.5	247.3	53.9	51.9	90.2	10.1	41.2	0.0	1'431.2	0.0	1'479.7	1'465.4	0.0		7082
	1999	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	79.7	0.0	209.7	210.5	0.0	2624	862
Lesotho (LDC)	1990-1999 Tot	508.1	105.1	0.0	104.9	0.0	0.0	0.2	0.0	906.8	0.5	1'069.6	931.5	0.0		11775
	1999	41.2	40.2	0.0	40.2	0.0	0.0	0.0	0.0	90.2	0.3	19.1	34.3	0.0	2105	1110
FYR Macedonia	1990-1999 Tot	130.3	58.0	56.7	0.0	1.3	0.0	0.0	0.0	894.8	84.4	725.3	713.6	0.0		19793
4.00	1999	46.3	34.0	32.7	0.0	1.3	0.0	0.0	0.0	279.2	0.0	270.8	271.8	0.0	2021	3393
Botswana (former LDC)	1990-1999 Tot	325.6	129.7	1.1	118.5	4.4	0.0	5.7	0.0	718.3	18.2	964.9	972.0	0.0		42452
	1999	1.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	35.8	3.1	57.6	56.4	0.0	1589	5705
Swaziland	1990-1999 Tot	191.8	133.5	67.3	65.7	0.4	0.1	0.0	0.0	428.4	1.2	356.7	373.7	0.0		11245
	1999	16.9	15.4	0.0	15.4	0.0	0.0	0.0	0.0	30.1	0.0	23.4	26.3	0.0	1018	1345
Bhutan (LDC)	1990-1999 Tot	112.5	24.2	0.0	23.8	0.0	0.0	0.4	0.0	390.1	0.0	601.7	601.4	0.0		2971
	1999	13.6	11.6	0.0	11.6	0.0	0.0	0.0	0.0	49.9	0.0	58.1	58.2	0.0	782	414

Table 1B: Landlocked Transport
Development Assistance for All Physical Infrastructure and for the Transport Sector (and its major components)
Gross Commitments in US Dollars (millions) to 30 Individual Landlocked Developing Countries, Ranked by Transport Sector as % of Total Commitments, 1990-1999
Total All Sources in DAC Purpose Reporting System

Recipient Country	Year	(1) Total ODA and OOF from DAC bilateral and from multilateral sources (excluding UN agencies)	(2) of which Transport Sector (all types)	(3) of which Transp. Policy & Administrtv Management code 21010	(4) Road Transport code 21020	(5) Rail Transport code 21030	(6) Water Transport (incl. Ports) code 21040	(7) Air Transport code 21050	(8) Storage code 21061	(9) For comparison: Total Gross Commitments (all purposes) code 999	(13) Oil and Gas (including pipelines) code 32262	(14) Population (thousands) 1999	(15) GNP ($ million) Annual Average 1990-1999	Transport Sector as % of Total Commitments	Transport Sector $ per capita Annual Average	Transport Sector as % of GNP
30 Landlocked Dev. Ctrs	1990-1999 Tot	19'189.8	8'555.8	1'035.6	6'018.7	545.6	31.4	916.0	7.4	72'428.7	321.9	320'234	106'000	11.81	2.67	0.81
16 Landlocked LDCs	1990-1999 Tot	11'496.4	5'088.3	465.3	4'192.5	89.2	13.2	319.5	7.4	46'518.6	108.4	220'585	34'716	10.94	2.31	1.47
14 Other Landlocked Ctrs.	1990-1999 Tot	7'693.4	3'467.6	570.3	1'826.2	456.4	18.2	596.5	0.0	25'910.1	213.6	99'649	71'289	13.38	3.48	0.49
Swaziland	1990-1999 Tot	191.8	133.5	67.3	65.7	0.4	0.1	0.0	0.0	428.4	0.0	1'018	1'125	31.17	13.12	1.19
Lao PDR (LDC)	1990-1999 Tot	1'093.0	638.0	40.0	541.2	0.0	0.0	56.7	0.0	2'056.1	0.0	5'097	1'311	30.44	12.52	4.87
Turkmenistan	1990-1999 Tot	105.6	71.4	34.2	0.0	37.2	0.0	0.0	0.0	235.3	1.1	4'780	3'139	30.36	1.49	0.23
Central African Rep. (LDC)	1990-1999 Tot	415.9	299.7	83.1	213.5	0.0	0.7	2.4	0.0	1'030.6	0.0	3'540	1'103	29.06	8.47	2.72
Uzbekistan	1990-1999 Tot	767.3	363.4	0.0	7.9	126.1	3.4	225.9	0.0	1'384.2	0.0	24'600	16'195	26.25	1.48	0.22
Paraguay	1990-1999 Tot	1'116.1	481.4	185.3	296.1	0.0	0.0	0.0	0.0	2'147.2	0.0	5'359	7'637	22.42	8.98	0.63
Kzakhstan	1990-1999 Tot	855.6	622.8	40.0	327.9	85.8	0.0	169.1	0.0	3'123.2	126.6	15'438	18'179	19.94	4.03	0.34
Botswana (former LDC)	1990-1999 Tot	325.6	129.7	1.1	118.5	4.4	0.0	5.7	0.0	718.3	0.0	1'589	4'245	18.06	8.16	0.31
Mongolia	1990-1999 Tot	611.5	247.3	53.9	51.9	90.2	10.1	41.2	0.0	1'431.2	0.0	2'624	708	17.28	9.42	3.49
Kyrgyzstan	1990-1999 Tot	315.5	220.1	0.0	165.7	0.0	0.0	54.4	0.0	1'333.0	0.1	4'744	2'052	16.51	4.64	1.07
Ethiopia (LDC)	1990-1999 Tot	1'656.2	1'031.3	7.8	953.8	0.9	0.1	68.7	0.0	6'603.0	74.3	62'782	6'508	15.62	1.64	1.58
Chad (LDC)	1990-1999 Tot	456.6	248.9	56.6	176.0	3.0	0.0	13.2	0.0	1'608.1	0.5	7'486	1'285	15.48	3.33	1.94
Nepal (LDC)	1990-1999 Tot	1'611.8	442.3	22.7	329.2	0.3	0.0	89.1	0.0	3'446.6	3.1	23'385	4'239	12.83	1.89	1.04
Lesotho (LDC)	1990-1999 Tot	508.1	105.1	0.0	104.9	0.0	0.0	0.2	0.0	906.8	0.0	2'105	1'178	11.59	4.99	0.89
Burkina Faso (LDC)	1990-1999 Tot	812.9	312.4	9.5	285.9	10.0	4.5	2.4	0.0	3'056.9	0.0	10'996	2'511	10.22	2.84	1.24
Bolivia	1990-1999 Tot	1'368.2	657.1	54.4	524.9	15.5	2.9	59.4	0.0	6'804.6	65.0	8'135	6'252	9.66	8.08	1.05
Mali (LDC)	1990-1999 Tot	770.5	319.6	65.8	239.5	9.4	0.0	4.9	0.0	3'509.1	0.0	10'911	2'476	9.11	2.93	1.29
Uganda (LDC)	1990-1999 Tot	1'300.3	520.0	85.1	336.5	31.8	0.0	66.6	0.0	6'109.3	0.4	21'480	4'389	8.51	2.42	1.18
Malawi (LDC)	1990-1999 Tot	818.8	335.6	2.1	305.2	16.5	7.7	0.8	3.3	3'593.3	0.0	10'788	1'857	8.41	3.11	1.81
Zimbabwe	1990-1999 Tot	1'340.7	427.3	11.3	289.2	99.5	1.6	25.7	0.0	5'169.2	0.0	11'904	6'200	8.27	3.59	0.69
Burundi (LDC)	1990-1999 Tot	249.6	97.7	0.4	97.3	0.0	0.0	0.0	0.0	1'189.8	0.0	6'678	979	8.21	1.46	1.00
Rwanda (LDC)	1990-1999 Tot	390.8	201.1	53.2	143.0	0.0	0.0	0.7	4.1	2'537.5	0.0	8'310	1'679	7.52	2.42	1.20
FYR Macedonia	1990-1999 Tot	130.3	58.0	56.7	0.0	1.3	0.0	0.0	0.0	894.8	0.0	2'021	1'979	6.48	2.87	0.29
Bhutan (LDC)	1990-1999 Tot	112.5	24.2	0.0	23.8	0.0	0.0	0.4	0.0	390.1	0.0	782	297	6.20	3.09	0.81
Zambia (LDC)	1990-1999 Tot	1'025.6	457.4	9.8	417.2	17.2	0.2	13.1	0.0	7'518.7	30.0	9'882	2'858	6.08	4.63	1.60
Niger (LDC)	1990-1999 Tot	239.7	54.5	28.8	25.4	0.0	0.0	0.3	0.0	1'831.4	0.0	10'494	2'047	2.98	0.52	0.27
Armenia	1990-1999 Tot	255.0	32.9	0.0	31.0	0.0	0.0	1.9	0.0	1'207.8	0.0	3'809	1'563	2.73	0.86	0.21
Azerbaijan	1990-1999 Tot	439.2	14.7	0.0	0.0	0.0	0.0	14.7	0.0	945.8	20.8	7'980	3'370	1.56	0.18	0.04
Tajikistan	1990-1999 Tot	5.0	4.1	0.0	0.0	0.0	0.0	4.1	0.0	377.2	0.0	6'219	1'765	1.09	0.07	0.02
Afghanistan (LDC)	1990-1999 Tot	34.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	691.1	0.0	25'869	n.a.	0.03	0.00	n.a.

Table 1C: Landlocked Transport
Development Assistance for All Physical Infrastructure and for the Transport Sector (and its major components)
Gross Commitments in US Dollars (millions) to 30 Individual Landlocked Developing Countries, Ranked by Transport Sector Commitments in $ Per Capita, Annual Average 1990-1999
Total All Sources in DAC Purpose Reporting System

Recipient Country	Year	(1) Total Commitments for Physical Infrastructure (all types)	(2) of which: Transport Sector code 210	(3) of which: Transp. Policy & Administrative Management code 21010	(4) Road Transport code 21020	(5) Rail Transport code 21030	(6) Water Transport (incl. Ports) code 21040	(7) Air Transport code 21050	(8) Storage code 21061	(9) For comparison: Total Gross Commitments (all purposes) code 999	(13) Oil and Gas (including pipelines) code 32262	(14) Population (thousands) 1999	(15) GNP ($ million) Annual Average 1990-1999	Transport Sector as % of Total Commitments	Transport Sector $ per capita Annual Average	Transport Sector as % of GNP
ODA and OOF from DAC bilateral and from multilateral sources (excluding UN agencies)																
30 Landlocked Dev. Ctrs.	1990-1999 Tot	19189.8	8555.6	1038.6	6018.7	545.6	31.4	916.0	7.4	72428.7	321.9	320234	1065000	11.81	2.67	0.80
16 Landlocked LDCs	1990-1999 Tot	11496.4	5088.3	465.3	4192.5	89.2	13.2	319.5	7.4	46518.6	108.4	220586	347161	10.94	2.31	1.47
14 Other Landlocked Ctrs.	1990-1999 Tot	7693.4	3467.6	570.3	1826.2	456.4	18.2	596.5	0.0	25910.1	213.6	99649	718999	13.38	3.48	0.49
Swaziland	1990-1999 Tot	191.8	133.5	67.3	66.7	0.4	0.1	0.0	0.0	426.4	0.0	1018	1125	31.17	13.12	1.19
Lao PDR (LDC)	1990-1999 Tot	1093.0	638.0	40.0	541.2	0.0	0.0	56.7	0.0	2096.1	0.0	5097	1311	30.44	12.52	4.87
Mongolia	1990-1999 Tot	611.5	247.3	53.9	51.9	90.2	10.1	41.2	0.0	1431.2	0.0	2624	706	17.28	9.42	3.49
Paraguay	1990-1999 Tot	1116.1	481.4	185.3	296.1	0.0	0.0	0.0	0.0	2147.2	0.0	5359	7937	20.42	8.98	0.63
Central African Rep. (LDC)	1990-1999 Tot	415.9	299.7	83.1	213.5	0.0	0.7	2.4	0.0	1030.6	0.0	3540	1103	29.08	8.47	2.72
Botswana (former LDC)	1990-1999 Tot	325.6	129.7	1.1	118.5	4.4	0.0	5.7	0.0	718.3	0.0	1589	4246	18.06	8.16	0.31
Bolivia	1990-1999 Tot	1368.2	657.1	54.4	524.9	15.5	2.9	59.4	0.0	6804.6	66.0	8138	8257	9.66	8.08	1.08
Lesotho (LDC)	1990-1999 Tot	508.1	105.1	0.0	104.9	0.0	0.0	0.2	0.0	606.8	0.0	2106	1178	11.59	4.99	0.89
Kyrgyzstan	1990-1999 Tot	315.5	220.1	0.0	165.7	0.0	0.0	54.4	0.0	1393.0	0.1	4744	2052	16.51	4.64	1.07
Zambia (LDC)	1990-1999 Tot	1025.6	457.4	9.8	417.2	17.2	0.2	13.1	0.0	7518.7	30.0	9582	2766	6.08	4.83	1.60
Kazakhstan	1990-1999 Tot	855.6	622.6	40.0	327.9	86.8	0.0	169.1	0.0	3123.2	126.6	16438	18179	19.94	4.03	0.34
Zimbabwe	1990-1999 Tot	1340.7	427.3	11.3	289.2	99.5	1.6	25.7	0.0	5169.2	0.0	11904	8291	8.27	3.59	0.69
Chad (LDC)	1990-1999 Tot	456.6	248.9	56.6	176.0	3.0	0.0	13.2	0.0	1608.1	0.5	7486	1286	15.48	3.33	1.94
Malawi (LDC)	1990-1999 Tot	818.8	335.6	2.1	305.2	16.5	7.7	0.8	3.3	3960.3	0.0	10756	1557	8.41	3.11	1.61
Bhutan (LDC)	1990-1999 Tot	112.5	24.2	0.0	23.8	0.0	0.0	0.4	0.0	396.1	0.0	762	297	6.26	3.09	0.61
Mali (LDC)	1990-1999 Tot	770.5	319.6	65.8	239.5	9.4	0.0	4.9	0.0	3509.1	0.0	10911	2476	9.11	2.95	1.29
FYR Macedonia	1990-1999 Tot	138.3	58.0	56.7	0.0	1.3	0.0	0.0	0.0	894.8	0.0	2021	1979	6.48	2.87	0.29
Burkina Faso (LDC)	1990-1999 Tot	812.9	312.4	9.5	285.9	10.0	4.5	2.4	0.0	3066.9	0.0	10996	2511	10.22	2.84	1.24
Uganda (LDC)	1990-1999 Tot	1300.3	520.0	65.1	336.5	31.8	0.0	66.6	0.0	6109.3	0.4	21480	4389	8.51	2.42	1.18
Rwanda (LDC)	1990-1999 Tot	391.8	201.1	53.2	143.0	0.0	0.0	0.7	4.1	2537.5	0.0	8310	1679	7.92	2.42	1.20
Nepal (LDC)	1990-1999 Tot	1611.6	442.3	22.7	329.2	0.3	0.0	89.1	0.0	3446.6	3.1	23385	4239	12.83	1.89	1.04
Ethiopia (LDC)	1990-1999 Tot	1656.2	1031.3	7.8	953.8	0.9	0.1	66.7	0.0	6903.0	74.3	62782	6506	15.62	1.64	1.58
Turkmenistan	1990-1999 Tot	105.6	71.4	34.2	0.0	37.2	0.0	0.0	0.0	236.3	1.1	4780	3139	30.36	1.49	0.23
Uzbekistan	1990-1999 Tot	767.3	363.4	0.0	7.9	126.1	3.4	225.9	0.0	1364.2	0.0	24600	16196	26.25	1.48	0.22
Burundi (LDC)	1990-1999 Tot	249.6	97.7	0.4	97.3	0.0	0.0	0.0	0.0	1189.8	0.0	6678	979	8.21	1.46	1.00
Armenia	1990-1999 Tot	255.0	32.9	0.0	31.0	0.0	0.0	1.9	0.0	1207.8	0.0	3809	1563	2.73	0.86	0.21
Niger (LDC)	1990-1999 Tot	239.7	54.5	28.8	25.4	0.0	0.0	0.3	0.0	1831.4	0.0	10494	2047	2.98	0.52	0.27
Azerbaijan	1990-1999 Tot	439.2	14.7	0.0	0.0	0.0	0.0	14.7	0.0	945.8	20.8	7980	3570	1.56	0.18	0.04
Tajikistan	1990-1999 Tot	5.0	4.1	0.0	0.0	0.0	0.0	4.1	0.0	377.2	0.0	6219	1766	1.09	0.07	0.02
Afghanistan (LDC)	1990-1999 Tot	34.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	691.1	0.0	25869	n.a	0.03	0.00	n.a

Table 1D: Landlocked Transport
Development Assistance for All Physical Infrastructure and for the Transport Sector (and its major components)
Gross Commitments in US Dollars (millions) to 30 Individual Landlocked Developing Countries, Ranked by Transport Sector Commitments as Percentage of GNP

Annual Average 1990-1999

Total All Sources in DAC Purpose Reporting System

		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(13)	(14)	(15)			
Recipient Country	**Year**	Total	of which:	of which:						**For comparison:**			GNP	Transport	Transport	Transport
ODA and OOF from		Commitments	Transport	Transp. Policy	Road	Rail	Water	Air	Storage	Total Gross	Oil and Gas	Population	($ million)	Sector	Sector	Sector
DAC bilateral and from		for Physical	Sector	& Administrtv	Transport	Transport	Transport	Transport		Commitments	(including	(thousands)	Annual	as % of	$ per capita	as % of
multilateral sources		Infrastructure		Management			(incl. Ports)			(all purposes)	pipelines)	1999	Average	Total Com-	Annual	GNP
(excluding UN agencies)		(all types)	code 210	code 21010	code 21020	code 21030	code 21040	code 21050	code 21061	code 999	code 32262		1990-1999	mitments	Average	
30 Landlocked Dev. Ctrs	1990-1999 Tot	19'189.8	8'555.8	1'035.6	6'018.7	545.6	31.4	916.0	7.4	72'428.7	321.9	320'234	106'000	11.81	2.67	0.81
16 Landlocked LDCs	1990-1999 Tot	11'496.4	5'088.3	465.3	4'192.5	89.2	13.2	319.5	7.4	46'518.6	108.4	220'586	34'716	10.94	2.31	1.47
14 Other Landlocked Ctrs	1990-1999 Tot	7'693.4	3'467.6	570.3	1'826.2	456.4	18.2	596.5	0.0	25'910.1	213.6	99'649	71'289	13.38	3.48	0.49
Lao PDR (LDC)	1990-1999 Tot	1'093.0	638.0	40.0	541.2	0.0	0.0	56.7	0.0	2'096.1	0.0	5'097	1'311	30.44	12.52	4.87
Mongolia	1990-1999 Tot	611.5	247.3	53.9	51.9	90.2	10.1	41.2	0.0	1'431.2	0.0	2'624	708	17.28	9.42	3.49
Central African Rep. (LDC)	1990-1999 Tot	415.9	299.7	83.1	213.5	0.0	0.7	2.4	0.0	1'030.6	0.0	3'540	1'103	29.08	8.47	2.72
Chad (LDC)	1990-1999 Tot	456.6	248.9	56.6	176.0	3.0	0.0	13.2	0.0	1'608.1	0.5	7'486	1'286	15.48	3.33	1.94
Malawi (LDC)	1990-1999 Tot	818.8	336.6	2.1	306.2	16.5	7.7	0.8	3.3	3'993.3	0.0	10'788	1'857	8.41	3.11	1.81
Zambia (LDC)	1990-1999 Tot	1'025.6	457.4	9.8	417.2	17.2	0.2	13.1	0.0	7'518.7	30.0	9'882	2'858	6.08	4.63	1.60
Ethiopia (LDC)	1990-1999 Tot	1'656.2	1'031.3	7.8	963.8	0.9	0.1	68.7	0.0	6'603.0	74.3	62'782	6'508	15.62	1.64	1.58
Mali (LDC)	1990-1999 Tot	770.5	319.6	65.8	239.5	9.4	0.0	4.9	0.0	3'509.1	0.0	10'911	2'476	9.11	2.93	1.29
Burkina Faso (LDC)	1990-1999 Tot	812.9	312.4	9.6	286.9	10.0	4.5	2.4	0.0	3'056.9	0.0	10'996	2'511	10.22	2.84	1.24
Rwanda (LDC)	1990-1999 Tot	390.8	201.1	53.2	143.0	0.0	0.0	0.7	4.1	2'537.5	0.0	8'310	1'679	7.92	2.42	1.20
Swaziland	1990-1999 Tot	191.8	133.5	67.3	65.7	0.4	0.1	0.0	0.0	428.4	0.0	1'018	1'125	31.17	13.12	1.19
Uganda (LDC)	1990-1999 Tot	1'300.3	520.0	85.1	336.5	31.8	0.0	66.6	0.0	6'109.3	0.4	21'480	4'389	8.51	2.42	1.18
Kyrgyzstan	1990-1999 Tot	315.5	220.1	0.0	165.7	0.0	0.0	54.4	0.0	1'333.0	0.1	4'744	2'052	16.51	4.64	1.07
Bolivia	1990-1999 Tot	1'368.2	657.1	54.4	524.9	15.5	2.9	59.4	0.0	6'804.6	65.0	8'135	6'252	9.66	8.08	1.05
Nepal (LDC)	1990-1999 Tot	1'611.8	442.3	22.7	329.2	0.3	0.0	89.1	0.0	3'446.6	3.1	23'385	4'239	12.83	1.69	1.04
Burundi (LDC)	1990-1999 Tot	249.6	97.7	0.4	97.3	0.0	0.0	0.0	0.0	1'189.8	0.0	6'678	979	8.21	1.46	1.00
Lesotho (LDC)	1990-1999 Tot	508.1	105.1	0.0	104.9	0.0	0.0	0.2	0.0	906.8	0.0	2'105	1'178	11.59	4.99	0.89
Bhutan (LDC)	1990-1999 Tot	112.5	24.2	0.0	23.8	0.0	0.0	0.4	0.0	390.1	0.0	782	297	6.20	3.09	0.81
Zimbabwe	1990-1999 Tot	1'340.7	427.3	11.3	289.2	99.5	1.6	25.7	0.0	5'169.2	0.0	11'904	6'200	8.27	3.59	0.69
Paraguay	1990-1999 Tot	1'116.1	481.4	186.3	296.1	0.0	0.0	0.0	0.0	2'147.2	0.0	5'359	7'637	22.42	6.98	0.63
Kazakhstan	1990-1999 Tot	855.6	622.8	40.0	327.9	85.8	0.0	169.1	0.0	3'123.2	126.6	15'438	18'179	19.94	4.03	0.34
Botswana (former LDC)	1990-1999 Tot	325.6	129.7	1.1	118.5	4.4	0.0	5.7	0.0	718.3	0.0	1'589	4'246	18.06	8.16	0.31
FYR Macedonia	1990-1999 Tot	130.3	58.0	56.7	0.0	1.3	0.0	0.0	0.0	694.8	0.0	2'021	1'979	6.48	2.87	0.29
Niger (LDC)	1990-1999 Tot	239.7	54.5	28.8	25.4	0.0	0.0	0.3	0.0	1'831.4	0.0	10'494	2'047	2.98	0.52	0.27
Turkmenistan	1990-1999 Tot	105.6	71.4	34.2	0.0	37.2	0.0	0.0	0.0	235.3	1.1	4'780	3'139	30.36	1.49	0.23
Uzbekistan	1990-1999 Tot	767.3	383.4	0.0	7.9	126.1	3.4	225.9	0.0	1'384.2	0.0	24'600	16'195	26.25	1.48	0.22
Armenia	1990-1999 Tot	255.0	32.9	0.0	31.0	0.0	0.0	1.9	0.0	1'207.8	0.0	3'809	1'563	2.73	0.88	0.21
Azerbaijan	1990-1999 Tot	439.2	14.7	0.0	0.0	0.0	0.0	14.7	0.0	946.8	20.8	7'980	3'370	1.58	0.18	0.04
Tajikistan	1990-1999 Tot	5.0	4.1	0.0	0.0	0.0	0.0	4.1	0.0	377.2	0.0	6'219	1'766	1.09	0.07	0.02
Afghanistan (LDC)	1990-1999 Tot	34.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	691.1	0.0	25'869	n.a	0.03	0.00	n.a

Table 2A Landlocked Transport:
Development Assistance for All Physical Infrastructure and for the Transport Sector (and its major components)
Gross Commitments in US Dollars (millions) to 34 Individual Coastal Transit Countries, Ranked by Population in 1999
Total All Sources in DAC Purpose Reporting System (i.e., Bilateral and Multilateral sources of ODA and OOF)

		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
										For comparison:						
Recipient Country	**Year**	Total Commitments for Physical Infrastructure (all types)	of which Transport Sector code 210	of which Transp. Policy & Administrtv Management code 21010	Road Transport code 21020	Rail Transport code 21030	Water Transport (incl. Ports) code 21040	Air Transport code 21050	Storage code 21061	Total Gross Commitments (all purposes) code 999	of which action on debt code 600	Total Net Disbursements (All Purposes)	of which ODA net Disburs.	Oil and Gas (including pipelines) code 32262	Population (thousands) 1999	GNP ($ million) 1999 Annual Av.
China	1990-1999	33381.03	16584.15	949.94	4893.19	6868.01	2336.77	1016.24	520.00	60619.96	0.00	45150.18	25814.56	486.75	1249671.00	661073.40
India	1990-1999	18735.08	3009.70	98.66	1632.92	593.73	670.30	14.09	0.00	45850.71	182.18	24871.64	17521.41	679.22	997516.00	339848.10
Brazil	1990-1999	9794.94	5521.58	2697.27	2003.53	605.69	214.81	0.00	0.28	31728	3688	8679	1483	130.00	168096.00	562217.90
Russian Federation	1990-1999	2065.08	1488.58	331.16	1052.69	0.79	100.16	3.78	0.00	33257.19	16164.57	46072.19	13479.29	500.63	146512.00	302589.40
Pakistan	1990-1999	7795.99	1496.56	190.64	849.80	317.68	113.73	20.77	3.95	16718.47	83.76	13061.59	8507.45	53.91	134750.00	55799.80
Nigeria	1990-1999	1787.48	177.91	2.11	167.46	0.00	0.07	8.26	0.00	5091.35	645.40	2720.76	1855.50	218.00	123897.00	30802.00
Vietnam	1990-1999	6293.98	2349.75	178.23	1659.45	149.00	350.71	12.15	0.20	11964.93	562.06	7641.00	6615.19	0.00	77515.00	16351.90
Turkey	1990-1999	4554.74	1414.75	5.69	1004.35	399.79	0.00	4.92	0.00	10225.80	0.00	1284.50	4102.59	67.54	64328.00	160268.50
Islamic Rep. of Iran	1990-1999	407.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3625.22	2684.46	3841.08	1185.10	0.00	62978.00	96664.40
Greece	1990-1999	1656.18	1031.30	7.80	953.76	0.95	0.08	68.66	0.00	6603	530	7575	7417	74.31	62782.00	6508.40
Thailand	1990-1999	11028.92	6073.88	116.71	3030.32	2166.14	71.83	588.88	100.00	24489.98	0.00	21215.65	7161.96	0.00	61691.00	125574.50
Dem. Rep. of Congo	1990-1999	271.39	111.37	5.02	53.60	32.57	0.00	20.18	0.00	1849.47	732.68	3056.39	2405.80	0.00	49776.00	5138.90
South Africa	1990-1999	735.21	469.31	0.64	145.31	47.59	275.74	0.03	0.00	3519.67	0.00	3851.91	2787.18	8.80	42107.00	110144.90
Argentina	1990-1999	4213.09	569.60	104.02	455.13	0.34	2.74	7.37	0.00	27185	1669	14763	1532	28.00	36571.00	235009.70
United Rep. of Tanzania	1990-1999	2828.88	1357.24	205.45	794.94	250.36	106.49	0.00	0.00	9421.20	1354.52	9298.29	9484.18	0.00	32923.00	4803.70
Kenya	1990-1999	1763.32	806.65	120.21	523.09	12.07	18.66	132.62	0.00	6131.54	625.08	5472.86	6338.23	0.00	29410.00	8700.00
Peru	1990-1999	3524.37	1726.91	750.81	799.85	23.43	152.79	0.03	0.00	14323	3033	10512	4151	8.23	25231.00	47282.20
Ghana	1990-1999	2595.28	1209.36	191.95	870.31	103.65	20.22	23.23	0.00	6930.97	299.65	6312.05	6136.18	0.98	18549.00	6406.70
Mozambique	1990-1999	2218.59	978.84	373.81	360.57	77.04	161.63	5.79	0.00	9823.03	2103.29	9615.60	9004.78	0.77	17264.00	2087.80
Chile	1990-1999	1004.98	771.88	247.92	310.31	142.50	71.15	0.00	0.00	3805	2	896	1282	0.00	15018.00	53415.30
Cote d Ivoire	1990-1999	1115.18	508.84	248.77	190.79	33.42	2.45	24.77	8.64	8746.87	1755.12	7551.50	7613.64	23.45	14729.00	9070.20
Cameroon	1990-1999	896.29	614.32	11.62	434.36	92.75	56.40	14.43	4.77	6245.61	2007.17	6134.95	4570.71	0.63	14681.00	8598.80
Cambodia	1990-1999	655.24	342.72	31.09	220.24	1.93	67.41	22.00	0.01	2166.29	18.73	2407.89	2361.55	0.00	11757.00	2346.40
FRY Serbia&Montenegro	1990-1999	12.80	0.35	0.35	0.00	0.00	0.00	0.00	0.00	631	5	1052	1056	0.00	10616.00	n.a.
Senegal	1990-1999	1027.38	290.23	174.20	72.44	33.88	4.57	5.14	0.00	4619.07	614.06	5643.96	5583.72	0.97	9286.00	4899.40
Bulgaria	1990-1999	446.52	206.07	0.00	0.41	95.54	110.12	0.00	0.00	1866	156	4209	1734	0.00	8216.00	8639.90
Guinea	1990-1999	711.00	258.57	0.71	237.77	9.07	2.07	8.95	0.00	2730.57	217.75	3165.50	3143.18	2.43	7248.00	3275.70
Benin	1990-1999	652.95	369.86	53.29	289.20	23.09	3.12	1.00	0.00	2121.41	108.14	2357.24	2310.99	0.00	6115.00	2016.60
Georgia	1990-1999	272.21	14.63	14.30	0.01	0.00	0.00	0.32	0.00	1121.91	0.99	1416.65	1220.79	0.23	5452.00	2863.30
Togo	1990-1999	275.84	103.53	0.00	76.14	0.00	17.48	9.92	0.00	1142.79	142.68	1415.89	1438.30	0.00	4567.00	1395.90
Eritrea	1990-1999	103.77	35.06	0.42	26.76	0.00	5.64	2.23	0.00	815.32	0.00	810.32	810.32	2.84	3591.00	565.90
Albania	1990-1999	349.40	135.01	19.05	54.38	12.44	17.04	31.91	0.19	1481	15	2669	2403	0.00	3376.00	1814.40
Congo	1990-1999	112.04	85.53	9.83	52.63	21.83	1.24	0.00	0.00	1521.27	537.67	2434.43	1895.72	62.00	2855.00	2018.80
Djibouti	1990-1999	207.82	107.83	0.43	55.82	0.00	51.58	0.00	0.00	548.69	4.20	1041.60	1043.61	0.00	648.00	392.60
Total: 34 Countries	1990-1999	123494.72	50221.87	7142.10	23271.52	12115.27	5007.06	2047.66	638.03	368521	39946	286805	176251	2349.71	3520546	2869016

Table 2B: Landlocked Transport
Development Assistance for All Physical Infrastructure and for the Transport Sector (and its major components)
Gross Commitments in US Dollars (millions) to individual Landlocked and Transit Countries, by Region
Total All Sources in DAC Purpose Reporting System (i.e., Bilateral and Multilateral sources of ODA and OOF)

Recipient Country	Year	(1) Total Commitments for Physical Infrastructure (all types)	(2) of which: Transport Sector code 210	(3) of which: Transp. Policy & Administrtv. Management code 21010	(4) Road Transport code 21020	(5) Rail Transport code 21030	(6) Water Transport (incl. Ports) code 21040	(7) Air Transport code 21050	(8) Storage code 21061	(9) For comparison: Total Gross Commitments (all purposes) code 999	(10) of which: action on debt code 600	(11) Total Net Disburse-ments (All Purposes)	(12) of which: ODA net Disburs.	(13) Oil and Gas (including pipelines) code 32262	(14) Population (thousands)	(15) GNP ($ million)
West Africa: 5 Landlocked Developing Countries																
Mali	1990-1999	770.49	319.64	65.79	239.55	9.39	0.00	4.91	0.00	3'509.12	77.02	3'972.44	3'926.58	0.00		24'758.00
	1990-93 Av	49.08	9.94	0.14	8.77	0.22	0.00	0.82	0.00	304.99	0.69	396.56	394.39	0.00	8'841.00	2'569.50
	1994-97 Av	109.43	40.48	16.31	23.62	0.22	0.00	0.33	0.00	380.88	7.77	433.77	423.31	0.00	9'894.25	2'304.75
	1998	120.05	117.61	0.00	109.98	7.63	0.00	0.00	0.00	417.02	18.29	318.83	326.25	0.00	10'596.00	2'585.00
	1999	16.40	0.33	0.02	0.02	0.00	0.00	0.29	0.00	348.61	24.91	332.29	329.54	0.00	10'911.00	2'676.00
Burkina Faso	1990-1999	812.92	312.46	9.55	285.94	10.03	4.48	2.44	0.00	3'056.94	118.07	3'756.42	3'776.57	0.00		25'113.00
	1990-93 Av	86.83	25.61	0.94	24.18	0.49	0.00	0.00	0.00	283.01	0.61	376.46	377.17	0.00	9'406.00	2'709.25
	1994-97 Av	54.83	29.21	1.46	24.08	1.96	1.12	0.61	0.00	296.86	13.46	381.65	386.21	0.00	10'290.25	2'269.00
	1998	102.11	49.49	0.00	49.21	0.28	0.00	0.00	0.00	295.37	30.75	363.84	363.30	0.00	10'731.00	2'569.00
	1999	144.16	43.69	0.00	43.69	0.00	0.00	0.00	0.00	442.08	31.07	360.13	363.78	0.00	10'996.00	2'631.00
Niger	1990-1999	239.74	54.50	28.86	25.39	0.00	0.00	0.26	0.00	1'831.39	70.03	2'708.56	2'905.56	0.01		20'471.00
	1990-93 Av	23.42	3.98	0.00	3.98	0.00	0.00	0.00	0.00	171.01	0.69	340.87	333.68	0.00	8'069.75	2'312.25
	1994-97 Av	27.31	9.34	7.21	2.06	0.00	0.00	0.07	0.00	181.83	1.32	243.87	286.23	0.00	9'255.50	1'790.75
	1998	30.86	1.15	0.00	1.15	0.00	0.00	0.00	0.00	304.92	31.83	208.89	252.34	0.00	10'144.00	2'020.00
	1999	5.95	0.06	0.00	0.06	0.00	0.00	0.00	0.00	115.09	30.37	160.73	173.58	0.00	10'494.00	2'039.00
Chad	1990-1999	456.63	248.96	56.63	176.04	3.03	0.00	13.24	0.00	1'608.15	32.06	2'090.24	2'091.83	0.55		12'852.00
	1990-93 Av	65.14	36.02	9.25	22.53	0.00	0.00	3.24	0.00	157.61	1.46	229.02	229.38	0.14	5'875.00	1'181.25
	1994-97 Av	23.03	15.82	4.08	10.97	0.76	0.00	0.02	0.00	156.71	1.75	217.96	217.70	0.00	6'689.75	1'229.75
	1998	65.62	37.61	0.69	36.92	0.00	0.00	0.00	0.00	152.81	8.46	144.86	145.33	0.00	7'263.00	1'667.00
	1999	38.32	7.97	2.63	5.13	0.00	0.00	0.20	0.00	198.08	10.78	157.50	158.19	0.00	7'486.00	1'541.00
Central African	1990-1999	415.94	299.70	83.10	213.48	0.00	0.71	2.41	0.00	1'030.58	38.81	1'448.68	1'465.58	0.00		11'026.00
Republic	1990-93 Av	40.34	27.93	15.54	12.26	0.00	0.03	0.11	0.00	122.33	0.74	173.58	175.16	0.00	3'098.00	1'230.75
	1994-97 Av	44.73	36.67	0.00	36.03	0.00	0.15	0.50	0.00	86.69	1.44	139.43	141.38	0.00	3'314.00	1'007.50
	1998	43.11	30.67	20.94	9.73	0.00	0.00	0.00	0.00	105.55	14.54	99.14	101.36	0.00	3'481.00	1'038.00
	1999	32.55	10.61	0.00	10.61	0.00	0.00	0.00	0.00	88.94	15.54	97.50	98.49	0.00	3'540.00	1'035.00

Table 2B: (page 2)		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Recipient Country	Year	Total Commitments for Physical Infrastructure (all types)	of which Transport Sector code 210	of which Transp. Policy & Administrtv Management code 21010	Road Transport code 21020	Rail Transport code 21030	Water Transport (incl. Ports) code 21040	Air Transport code 21050	Storage code 21061	For comparison: Total Gross Commitments (all purposes) code 999	of which action on debt code 600	Total Net Disburs-ments (All Purposes)	of which ODA net Disburs	Oil and Gas (including pipelines) code 32262	Population (thousands)	GNP ($ million)
West Africa: 9 Selected Transit Neighbors																
Senegal	1990-1999	1027.38	290.23	174.20	72.44	33.88	4.57	5.14	0.00	4619.07	814.06	5543.96	5583.72	0.97		48994.00
(newly	1990-93 Av	75.53	30.40	18.04	4.59	5.51	0.97	1.29	0.00	446.82	56.75	625.07	602.50	0.00	7704.00	5536.50
designated	1994-97 Av	102.01	8.73	2.58	3.02	2.96	0.17	0.00	0.00	408.38	22.58	535.65	543.58	0.24	8520.50	4358.25
LDC)	1998	157.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	448.67	71.39	458.52	478.20	0.00	9039.00	4647.00
	1999	159.43	133.70	91.70	42.00	0.00	0.00	0.00	0.00	752.59	225.32	542.58	521.22	0.00	9286.00	4768.00
Guinea	1990-1999	711.00	258.57	0.71	237.77	9.07	2.07	8.95	0.00	2730.57	217.75	3165.50	3143.18	2.43		32757.00
	1990-93 Av	99.11	44.22	0.10	40.96	2.27	0.00	0.89	0.00	311.78	7.39	346.94	342.49	0.61	5992.50	2776.00
	1994-97 Av	56.83	6.44	0.08	4.88	0.00	0.13	1.35	0.00	245.39	28.17	327.34	317.70	0.00	6672.75	3614.25
	1998	27.48	15.04	0.00	15.04	0.00	0.00	0.00	0.00	250.72	53.22	276.27	305.06	0.00	7083.00	3655.00
	1999	59.78	40.90	0.00	39.34	0.00	1.56	0.00	0.00	251.15	22.30	192.11	197.38	0.00	7248.00	3541.00
Cote d`Ivoire	1990-1999	1115.18	508.84	248.77	190.79	33.42	2.45	24.77	8.64	8746.87	1755.12	7951.50	7613.64	23.45		90702.00
	1990-93 Av	93.57	14.41	0.00	11.89	0.26	0.00	2.26	0.00	900.75	72.52	916.93	688.57	0.00	12798.75	8582.25
	1994-97 Av	103.71	39.16	0.00	27.69	7.29	0.00	2.03	2.16	868.09	179.96	834.42	910.96	0.00	13920.25	8875.25
	1998	278.12	249.94	242.04	0.00	0.28	0.00	7.62	0.00	1182.61	512.34	576.22	780.62	23.45	14493.00	10447.00
	1999	47.91	44.59	6.73	32.49	2.92	2.45	0.00	0.00	488.90	232.84	369.90	434.90	0.00	14729.00	10425.00
Ghana	1990-1999	2595.28	1209.36	191.95	870.31	103.65	20.22	23.23	0.00	6930.97	299.65	6312.05	6136.18	0.98		64067.00
	1990-93 Av	221.80	108.34	47.21	42.35	10.21	2.81	5.75	0.00	682.89	31.35	610.55	587.05	0.25	15587.75	6113.50
	1994-97 Av	278.74	91.95	0.18	75.40	15.17	1.20	0.00	0.00	617.97	28.91	664.62	628.27	0.00	17305.75	6198.25
	1998	241.91	167.12	0.00	162.03	2.10	2.98	0.00	0.00	734.92	53.23	661.25	672.44	0.00	18460.00	7336.00
	1999	361.19	241.10	2.40	237.29	0.00	1.18	0.23	0.00	992.62	5.38	550.12	602.50	0.00	18949.00	7484.00
Togo	1990-1999	275.84	103.53	0.00	76.14	0.00	17.48	9.92	0.00	1142.79	142.68	1415.89	1438.30	0.00		13959.00
	1990-93 Av	29.77	6.72	0.00	1.99	0.00	2.24	2.48	0.00	117.03	10.09	173.51	177.10	0.00	3782.75	1485.50
	1994-97 Av	27.82	15.00	0.00	12.88	0.00	2.13	0.00	0.00	118.07	15.53	131.61	134.57	0.00	4169.00	1261.50
	1998	23.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	129.93	25.35	121.94	118.09	0.00	4458.00	1487.00
	1999	21.65	16.67	0.00	16.67	0.00	0.00	0.00	0.00	72.44	14.85	73.48	73.53	0.00	4567.00	1484.00
Benin	1990-1999	652.95	369.86	53.29	289.20	23.09	3.12	1.00	0.00	2121.41	108.14	2357.24	2310.99	0.00		20166.00
	1990-93 Av	61.06	21.77	0.00	19.43	2.30	0.04	0.00	0.00	195.28	15.16	259.34	246.46	0.00	4933.75	1948.25
	1994-97 Av	63.66	40.73	10.00	26.23	3.47	0.74	0.25	0.00	213.15	6.13	230.55	231.64	0.00	5554.75	1929.00
	1998	35.83	3.73	0.00	3.73	0.00	0.00	0.00	0.00	172.07	10.60	194.73	196.09	0.00	5949.00	2280.00
	1999	118.23	116.11	13.29	102.83	0.00	0.00	0.00	0.00	315.60	12.40	202.96	202.54	0.00	6115.00	2377.00
Nigeria	1990-1999	1767.48	177.91	2.11	167.46	0.00	0.07	8.26	0.00	5091.35	646.40	2720.76	1855.50	218.00		308020.00
	1990-93 Av	394.05	44.46	0.53	41.86	0.00	0.00	2.07	0.00	1074.24	158.70	862.68	231.56	54.50	105821.50	28699.50
	1994-97 Av	52.19	0.02	0.00	0.00	0.00	0.02	0.00	0.00	147.27	2.65	-55.40	158.05	0.00	112884.25	29377.25
	1998	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	82.58	0.00	-211.16	168.25	0.00	120817.00	39532.00
	1999	2.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	142.70	0.00	-297.20	128.80	0.00	123897.00	40181.00
Cameroon	1990-1999	896.29	614.32	11.62	434.36	92.75	56.40	14.43	4.77	6245.61	2007.17	6134.95	4970.71	0.63		89988.00
	1990-93 Av	111.53	83.32	0.00	61.87	15.93	4.34	0.00	1.19	590.44	112.88	736.58	544.20	0.15	12201.50	10563.00
	1994-97 Av	66.38	30.09	2.87	9.90	5.72	8.00	3.61	0.00	600.28	222.89	570.33	503.61	0.01	13418.00	7750.00
	1998	69.72	68.89	0.00	61.84	0.00	7.05	0.00	0.00	986.18	519.27	556.93	416.94	0.00	14303.00	8404.00
	1999	114.92	91.77	0.16	85.44	6.17	0.00	0.00	0.00	496.55	144.83	350.38	362.51	0.00	14691.00	8332.00
Congo	1990-1999	112.04	86.53	9.63	52.63	21.83	1.24	0.00	0.00	1521.27	537.67	2434.43	1895.72	62.00		20188.00
	1990-93 Av	18.48	13.39	2.45	6.38	4.33	0.23	0.00	0.00	116.79	15.50	192.10	141.13	0.00	2375.50	2422.00
	1994-97 Av	9.26	7.91	0.00	6.78	1.13	0.00	0.00	0.00	203.68	67.93	375.28	286.95	15.50	2634.25	1733.00
	1998	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41.67	25.71	44.66	59.73	0.00	2783.00	1569.00
	1999	1.01	0.32	0.00	0.00	0.00	0.32	0.00	0.00	197.72	178.26	120.27	123.68	0.00	2859.00	1899.00

Table 2B: (page 3)		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Recipient Country	Year	Total Commitments for Physical Infrastructure (all types)	of which Transport Sector code:210	of which Transp. Policy & Administrtv Management code:21010	Road Transport code:21020	Rail Transport code:21030	Water Transport (incl. Ports) code:21040	Air Transport code:21050	Storage code:21081	For comparison: Total Gross Commitments (all purposes) code: 999	of which action on debt code:600	Total Net Disbursements (All Purposes)	of which ODA net Disburs	Oil and Gas (including pipelines) code:32262	Population (thousands)	GNP ($ million)
Southern Africa: 6 Landlocked Developing Countries																
Botswana	1990-1999	325.63	129.69	1.10	118.48	4.41	0.00	5.71	0.00	718.33	18.16	864.87	972.00	0.00		4246200
(former LDC;	1990-93 Av	59.01	31.23	0.25	28.46	1.09	0.00	1.43	0.00	107.24	0.91	136.09	119.35	0.00	1316.75	340300
Landlocked)	1994-97 Av	21.89	1.18	0.02	1.15	0.01	0.00	0.00	0.00	80.11	2.30	66.74	83.69	0.00	1474.75	4625.75
	1998	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.15	2.25	96.99	103.46	0.00	1562.00	4832.00
	1999	1.73	0.06	0.00	0.06	0.00	0.00	0.00	0.00	38.78	3.07	57.55	56.41	0.00	1589.00	5706.00
Lesotho	1990-1999	508.13	105.09	0.01	104.92	0.00	0.00	0.17	0.00	908.78	0.54	1069.61	931.54	0.00		1177500
	1990-93 Av	73.36	4.57	0.00	4.52	0.00	0.00	0.04	0.00	122.61	0.00	133.27	113.64	0.00	1843.25	1116.25
	1994-97 Av	27.46	11.64	0.00	11.64	0.00	0.00	0.00	0.00	54.43	0.00	116.69	96.88	0.00	1975.00	1259.75
	1998	63.61	0.10	0.01	0.09	0.00	0.00	0.00	0.00	108.42	0.28	50.66	59.19	0.00	2058.00	1166.00
	1999	41.25	40.17	0.00	40.17	0.00	0.00	0.00	0.00	80.19	0.26	19.14	34.27	0.00	2106.00	1110.00
Swaziland	1990-1999	191.79	153.52	67.27	85.75	0.37	0.09	0.05	0.00	428.35	1.17	366.72	373.69	0.00		1124500
	1990-93 Av	26.75	20.17	16.82	3.24	0.09	0.02	0.00	0.00	48.41	0.29	34.42	43.40	0.00	836.50	913.75
	1994-97 Av	16.36	9.37	0.00	9.36	0.00	0.00	0.01	0.00	46.28	0.00	41.70	36.56	0.00	916.25	1225.50
	1998	2.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.49	0.00	28.88	27.50	0.00	969.00	1243.00
	1999	16.91	15.39	0.01	15.39	0.00	0.00	0.00	0.00	30.11	0.00	23.37	26.33	0.00	1016.00	1345.00
Zimbabwe	1990-1999	1340.70	427.26	11.31	289.18	99.49	1.62	25.66	0.00	5169.22	109.62	4414.43	3859.90	0.00		6200400
(Landlocked)	1990-93 Av	150.47	62.05	2.64	43.97	9.65	0.39	5.39	0.00	890.69	6.80	576.31	436.16	0.00	10212.25	5661.25
	1994-97 Av	159.41	35.96	0.19	19.74	15.22	0.01	0.81	0.00	426.71	20.12	403.07	394.34	0.00	11125.25	7066.00
	1998	49.81	5.16	0.00	4.27	0.00	0.04	0.85	0.00	374.34	2.25	368.15	259.94	0.00	11689.00	5911.00
	1999	51.36	30.06	0.00	30.06	0.00	0.00	0.00	0.00	369.28	0.48	188.79	259.96	0.00	11904.00	5228.00
Zambia	1990-1999	1025.56	457.44	9.85	417.22	17.16	0.16	13.05	0.00	7518.89	1734.56	6152.26	6671.27	30.00		2857900
	1990-93 Av	79.20	31.56	2.39	24.20	3.44	0.04	1.48	0.00	967.14	238.63	738.36	787.88	0.00	8527.00	2404.50
	1994-97 Av	105.47	54.50	0.00	51.88	0.85	0.00	1.78	0.00	606.05	130.21	581.85	646.74	7.50	9090.50	3237.00
	1998	188.62	31.23	0.28	30.94	0.00	0.00	0.00	0.00	515.39	111.40	326.45	331.79	0.00	9666.00	3047.00
	1999	98.24	81.99	0.01	81.97	0.00	0.00	0.00	0.00	749.53	146.96	544.94	593.00	0.00	9882.00	2980.00
Malawi	1990-1999	818.80	335.64	2.10	305.17	16.53	7.74	0.82	3.28	3993.29	109.92	3819.23	3902.72	0.00		1856500
	1990-93 Av	85.40	29.92	0.00	27.06	0.09	1.93	0.00	0.82	358.01	5.21	369.62	377.23	0.00	9160.75	1876.75
	1994-97 Av	72.54	18.62	0.49	13.88	4.04	0.00	0.21	0.00	369.53	11.77	375.41	387.79	0.00	9885.75	1974.25
	1998	58.97	37.74	0.00	37.74	0.00	0.00	0.00	0.00	677.54	15.35	413.89	414.49	0.00	10534.00	1776.00
	1999	128.07	103.79	0.16	103.57	0.00	0.00	0.00	0.00	405.58	26.66	425.20	428.29	0.00	10786.00	1763.00
Southern Africa: 3 Selected Transit Neighbours																
South Africa	1990-1999	735.21	469.31	0.64	145.31	47.59	275.74	0.03	0.00	3519.87	0.00	3861.91	2747.19	6.80		1101449.00
	1990-93 Av	17.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	144.38	0.00	66.47	66.47	0.16	38030.75	80851.50
	1994-97 Av	142.31	105.42	0.15	36.33	0.00	68.90	0.00	0.00	510.10	0.00	551.25	373.59	0.00	40544.75	129758.75
	1998	91.47	47.59	0.00	0.00	47.59	0.00	0.00	0.00	578.02	0.00	630.16	502.22	0.00	41403.00	4.00
	1999	6.50	0.03	0.00	0.00	0.00	0.00	0.03	0.00	351.72	0.00	750.87	524.73	8.17	42107.00	128275.00
Mozambique	1990-1999	2218.59	978.84	373.81	360.57	77.04	161.63	5.79	0.00	9823.03	2103.29	9515.60	9304.78	0.77		2067800
	1990-93 Av	206.58	100.54	20.69	38.29	15.66	25.21	0.69	0.00	1092.08	253.56	1043.92	1032.11	0.19	15433.25	1207.00
	1994-97 Av	189.68	92.62	47.62	33.20	2.97	8.15	0.69	0.00	880.36	178.01	1002.93	948.27	0.00	16149.25	2110.75
	1998	110.75	19.06	0.00	0.86	2.53	15.67	0.00	0.00	823.48	238.05	1130.51	994.20	0.00	16947.00	3191.00
	1999	526.80	187.14	100.55	73.79	0.00	12.53	0.26	0.00	1229.61	138.84	297.72	89.33	0.00	17294.00	3925.00
United Republic	1990-1999	2828.88	1367.24	206.48	794.94	250.36	106.49	0.00	0.00	9421.20	1364.52	9298.29	9484.18	0.00		4833700
of Tanzania	1990-93 Av	439.65	201.92	3.63	122.99	51.16	24.15	0.00	0.00	1238.56	171.85	1040.85	1186.53	0.00	25249.25	2788.75
	1994-97 Av	201.19	100.55	44.02	49.47	4.61	2.45	0.00	0.00	668.43	64.34	619.25	646.06	0.00	30058.50	4947.50
	1998	120.61	44.24	8.46	14.48	21.30	0.02	0.00	0.00	921.39	224.31	960.36	853.81	0.00	32129.00	7967.00
	1999	144.93	103.08	6.40	90.62	5.99	0.07	0.00	0.00	671.54	185.46	697.54	910.03	0.00	32925.00	8705.00

Table 2B: (page 4)		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Recipient Country	Year	Total Commitments for Physical Infrastructure (all types)	of which Transport Sector code 210	of which: Transp. Policy & Administrtv Management code 21010	Road Transport code 21020	Rail Transport code 21030	Water Transport (incl. Ports) code 21040	Air Transport code 21050	Storage code 21061	For comparison: Total Gross Commitments (all purposes) code 999	of which action on debt code 600	Total Net Disburse-ments (All Purposes)	of which ODA net Disburs.	Oil and Gas (including pipelines) code 32262	Population (thousands)	GNP ($ million)
East Africa: 4 Landlocked Developing Countries																
Burundi	1990-1999	249.59	97.72	0.38	97.34	0.00	0.00	0.00	0.00	1 189.84	27.64	1568.57	1598.47	0.00		9788.00
	1990-93 Av	55.08	24.18	0.10	24.09	0.00	0.00	0.00	0.00	181.35	2.59	238.03	241.16	0.00	5 726.75	1 095.50
	1994-97 Av	4.18	0.25	0.00	0.25	0.00	0.00	0.00	0.00	69.91	0.43	122.39	125.69	0.00	6 271.25	960.00
	1998	12.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	56.28	8.68	62.46	66.67	0.00	6 549.00	672.00
	1999	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	128.52	6.87	62.43	64.39	0.00	6 678.00	694.00
Rwanda	1990-1999	390.77	201.10	53.24	143.02	0.00	0.00	0.72	4.11	2 537.53	60.07	3 422.50	3 408.12	0.00		16 785.00
	1990-93 Av	68.43	36.99	2.06	33.84	0.00	0.00	0.07	1.03	229.28	1.66	300.83	300.41	0.00	7 291.75	1 908.00
	1994-97 Av	25.41	13.17	11.25	1.80	0.00	0.00	0.11	0.00	254.85	2.64	398.10	398.13	0.00	6 813.25	1 297.50
	1998	13.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	320.24	26.04	319.69	316.74	0.00	8 105.00	2 017.00
	1999	2.32	0.46	0.00	0.46	0.00	0.00	0.00	0.00	280.79	16.83	307.08	296.23	0.00	8 310.00	1 946.00
Uganda	1990-1999	1300.29	520.05	86.07	336.53	31.82	0.03	66.59	0.00	6 109.32	356.80	5 780.08	5 955.51	0.41		43 688.00
	1990-93 Av	117.96	40.97	2.40	25.14	4.75	0.00	8.67	0.00	624.61	14.79	550.18	562.45	0.00	17 472.25	2 200.50
	1994-97 Av	142.53	53.89	18.77	25.43	1.71	0.00	7.98	0.00	548.93	57.62	654.37	680.52	0.00	19 456.50	5 486.50
	1998	78.48	35.32	0.39	34.93	0.00	0.00	0.00	0.00	745.69	30.18	411.50	420.14	0.00	20 898.00	6 769.00
	1999	179.76	105.29	0.00	99.31	5.96	0.02	0.01	0.00	669.46	36.98	550.41	563.50	0.41	21 480.00	6 335.00
Ethiopia	1990-1999	1666.18	1031.30	7.80	953.76	0.95	0.08	68.66	0.00	6 603.03	530.19	7574.97	7 416.67	74.31		66 084.00
	1990-93 Av	112.94	64.87	0.80	53.99	0.00	0.00	10.08	0.00	643.79	51.36	844.49	828.66	0.00	51 947.75	7 096.00
	1994-97 Av	129.86	38.67	0.00	31.36	0.24	0.00	7.07	0.00	580.75	67.69	755.52	733.48	18.58	57 319.50	5 973.75
	1998	651.97	601.75	4.61	597.09	0.00	0.00	0.05	0.00	1376.94	51.73	594.35	579.00	0.00	61 266.00	6 453.00
	1999	33.01	15.41	0.00	15.27	0.00	0.08	0.01	0.00	327.92	2.25	580.60	589.11	0.00	62 782.00	6 472.00
East Africa: 5 Selected Transit Neighbours																
Democratic Republic of Congo	1990-1999	271.39	111.37	5.02	53.60	32.57	0.00	20.18	0.00	1 849.47	732.68	3055.39	2 405.80	0.00		51 389.00
	1990-93 Av	54.63	20.66	1.18	8.61	5.84	0.00	5.03	0.00	293.17	175.27	580.44	427.32	0.00	38 800.50	6092.00
	1994-97 Av	11.51	6.94	0.02	4.61	2.30	0.00	0.01	0.00	126.80	2.09	140.94	127.10	0.00	48 579.00	5 202.75
	1998	5.38	0.46	0.05	0.41	0.00	0.00	0.00	0.00	82.56	12.76	78.26	94.91	0.00	48 216.00	6 210.00
	1999	1.46	0.51	0.18	0.33	0.00	0.00	0.00	0.00	87.06	10.45	91.63	93.22	0.00	49 776.00	n.a.
United Republic of Tanzania	1990-1999	2828.88	1357.24	705.45	794.94	250.36	106.49	0.00	0.00	9 421.20	1354.52	9 298.29	9 484.18	0.00		48 037.00
	1990-93 Av	439.65	201.92	3.63	122.99	51.16	24.15	0.00	0.00	1 238.56	171.86	1040.85	1056.53	0.00	26 249.25	2888.75
	1994-97 Av	201.19	100.55	44.02	49.47	4.61	2.45	0.00	0.00	668.43	64.34	819.25	846.06	0.00	30 058.50	4947.50
	1998	120.61	44.24	8.45	14.48	21.30	0.02	0.00	0.00	921.39	224.31	960.36	963.81	0.00	32 129.00	7957.00
	1999	144.93	103.08	6.40	90.62	5.99	0.07	0.00	0.00	871.84	185.46	897.54	910.03	0.00	32 923.00	8735.00
Kenya	1990-1999	1763.32	806.65	120.21	523.09	12.07	18.66	132.62	0.00	6 131.54	629.08	5 472.86	5 338.23	0.00		87 000.00
	1990-93 Av	178.43	91.12	0.81	59.83	1.06	2.16	27.26	0.00	852.76	140.35	770.60	816.81	0.00	24 848.50	7545.50
	1994-97 Av	198.58	66.29	28.75	32.72	0.68	0.00	4.15	0.00	497.43	10.38	461.95	576.91	0.00	27 309.00	8775.00
	1998	55.12	31.94	0.00	9.82	5.12	10.00	7.01	0.00	298.87	11.65	324.70	436.00	0.00	29 295.00	11 385.00
	1999	200.17	145.06	1.97	143.10	0.00	0.00	0.00	0.00	431.87	14.53	217.97	327.37	0.00	29 410.00	10 323.00
Djibouti	1990-1999	207.82	107.83	0.43	55.82	0.00	51.58	0.00	0.00	548.69	4.20	1041.60	1043.61	0.00		3926.00
	1990-93 Av	32.05	16.73	0.00	9.70	0.00	7.04	0.00	0.00	66.88	0.00	129.87	129.86	0.00	520.75	203.50
	1994-97 Av	19.24	9.93	0.00	4.24	0.00	5.68	0.00	0.00	43.53	0.02	98.50	98.00	0.00	620.00	488.50
	1998	1.32	0.04	0.00	0.00	0.00	0.04	0.00	0.00	57.56	2.46	75.69	75.79	0.00	636.00	510.00
	1999	1.36	1.13	0.43	0.06	0.00	0.64	0.00	0.00	49.50	1.67	64.44	64.47	0.00	648.00	528.00
Eritrea	1990-1999	103.77	35.06	0.42	26.76	0.00	5.64	2.23	0.00	815.32	0.00	810.32	810.32	2.64		5559.00
	1990-93 Av	0.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	37.85	0.00	12.23	12.23	0.00	848.25	257.00
	1994-97 Av	19.46	8.26	0.10	6.69	0.00	0.90	0.56	0.00	122.91	0.00	120.84	120.84	0.71	3624.75	736.00
	1998	16.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	115.99	0.00	148.32	148.32	0.00	3879.00	803.00
	1999	6.90	2.03	0.00	0.00	0.00	2.03	0.00	0.00	56.29	0.00	129.71	129.71	0.00	3991.00	784.00

Table 2B (page 5)		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Recipient Country	Year	Total Commitments for Physical Infrastructure (all types)	of which: Transport Sector code 210	of which: Transp. Policy & Administrative Management code 21010	Road Transport code 21020	Rail Transport code 21030	Water Transport (incl. Ports) code 21040	Air Transport code 21050	Storage code 21061	For comparison: Total Gross Commitments (all purposes) code 999	of which: action on debt code 600	Total Net Disbursements (All Purposes)	of which: ODA net Disburs.	Oil and Gas (including pipelines) code 32262	Population (thousands)	GNP ($ million)
South and East Asia: 4 Landlocked Developing Countries																
Afghanistan	1990-1999	34.07	0.25	0.23	0.00	0.00	0.00	0.00	0.00	691.15	0.54	1707.42	1707.42	0.00		n.a
	1990-93 Av	7.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	74.22	0.00	214.92	214.92	0.00	9762.50	n.a
	1994-97 Av	0.97	0.06	0.06	0.00	0.00	0.00	0.00	0.00	57.74	0.04	149.26	149.26	0.00	23647.00	n.a
	1998	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	72.02	0.14	132.12	132.12	0.00	25361.00	n.a
	1999	0.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	91.30	0.00	118.84	118.84	0.00	25969.00	n.a
Nepal	1990-1999	1611.77	442.31	22.67	329.19	0.30	0.00	89.10	0.00	3446.60	98.22	3812.97	3758.86	3.11		42391.00
	1990-93 Av	134.35	30.70	4.42	22.55	0.07	0.00	3.66	0.00	314.90	5.40	387.08	386.38	0.73	19700.50	3563.25
	1994-97 Av	206.29	58.34	0.00	42.28	0.00	0.00	15.80	0.00	394.34	10.58	389.08	382.81	0.04	21429.25	4548.25
	1998	17.25	10.08	0.00	10.00	0.00	0.00	0.08	0.00	188.43	15.78	385.71	369.29	0.00	22852.00	4981.00
	1999	231.96	76.03	5.00	59.86	0.00	0.00	11.17	0.00	421.19	18.50	322.63	312.64	0.00	23385.00	5164.00
Bhutan	1990-1999	112.47	24.17	0.00	23.76	0.00	0.00	0.41	0.00	390.10	0.00	601.68	601.38	0.00		2971.00
	1990-93 Av	11.80	0.10	0.00	0.00	0.00	0.00	0.10	0.00	35.82	0.00	68.12	64.97	0.00	322.75	264.75
	1994-97 Av	12.41	2.55	0.00	2.55	0.00	0.00	0.00	0.00	35.62	0.00	58.92	58.94	0.00	706.00	291.25
	1998	2.07	1.96	0.00	1.96	0.00	0.00	0.00	0.00	54.46	0.00	47.50	47.59	0.00	760.00	373.00
	1999	13.56	11.60	0.00	11.60	0.00	0.00	0.00	0.00	49.90	0.00	58.06	58.15	0.00	782.00	414.00
Lao PDR	1990-1999	1093.03	837.98	40.04	541.22	0.00	0.00	56.72	0.00	2095.11	61.85	2197.97	2186.29	0.00		13111.00
	1990-93 Av	93.59	55.76	3.06	52.17	0.00	0.00	0.53	0.00	166.18	2.66	142.06	142.06	0.00	4362.75	907.75
	1994-97 Av	131.41	82.10	0.00	68.59	0.00	0.00	13.51	0.00	262.28	11.17	266.70	256.69	0.00	4801.25	1721.25
	1998	172.80	74.90	27.80	46.56	0.00	0.00	0.54	0.00	272.56	3.74	268.34	267.87	0.00	4974.00	1224.00
	1999	20.23	11.64	0.00	11.63	0.00	0.00	0.00	0.00	101.89	2.81	294.58	285.57	0.00	5097.00	1373.00
South and East Asia: 5 Selected Transit Neighbours																
Pakistan	1990-1999	7795.99	1496.56	190.64	849.80	317.68	113.73	20.77	3.96	16718.47	83.76	13081.59	8907.45	53.91		55799.00
	1990-93 Av	1093.89	266.19	46.44	159.99	33.51	22.85	3.40	0.00	2096.59	3.46	1489.22	932.06	13.47	117929.00	48158.50
	1994-97 Av	823.87	104.44	0.00	50.16	48.91	5.58	1.80	0.99	1640.97	3.96	1237.96	673.39	0.01	127538.50	60168.25
	1998	118.60	9.21	0.00	9.21	0.00	0.00	0.00	0.00	1072.24	3.20	1017.71	960.90	0.00	131582.00	64488.00
	1999	6.35	4.86	4.86	0.00	0.00	0.00	0.00	0.00	696.01	50.91	1215.17	724.73	0.00	134790.00	60606.00
India	1990-1999	18736.08	3009.70	98.66	1632.92	593.73	679.30	14.09	0.00	45850.71	182.18	24871.64	17521.41	679.22		3398481.00
	1990-93 Av	2398.24	347.26	1.11	148.58	77.48	119.85	0.24	0.00	5191.28	9.36	3007.89	1860.90	132.18	873499.00	279229.50
	1994-97 Av	2052.77	399.44	23.56	259.42	70.86	42.33	3.26	0.00	4901.56	35.62	2216.72	1785.48	0.12	937737.00	364916.75
	1998	421.78	22.40	0.00	0.64	0.17	21.60	0.00	0.00	3324.92	0.00	2156.09	1535.13	150.00	979674.00	416144.00
	1999	509.24	0.50	0.00	0.29	0.21	0.00	0.00	0.00	2154.42	2.27	1817.11	1400.75	0.00	997516.00	445752.00
Thailand	1990-1999	11028.92	6073.88	116.71	3030.32	2166.14	71.63	588.66	100.00	24489.99	0.00	21215.65	7161.96	0.00		1255745.00
	1990-93 Av	1216.56	521.32	20.77	392.64	90.18	17.73	0.00	0.00	1619.45	0.00	898.44	687.21	0.00	56710.00	100104.00
	1994-97 Av	1150.98	664.08	0.00	361.88	203.21	0.23	73.76	25.00	2695.10	0.00	1799.14	703.15	0.00	59136.50	156680.00
	1998	542.05	473.45	32.55	12.22	428.68	0.00	0.00	0.00	3203.30	0.00	5024.30	683.56	0.00	61201.00	108104.00
	1999	1016.70	858.84	1.09	0.00	563.90	0.00	293.85	0.00	4024.51	0.00	5401.00	995.98	0.00	61691.00	120481.00
Cambodia	1990-1999	655.24	342.72	31.09	220.24	1.93	67.46	22.00	0.01	2166.29	18.73	2407.89	2361.55	0.00		23484.00
	1990-93 Av	22.52	13.27	5.51	7.04	0.48	0.00	0.24	0.00	114.10	0.35	107.68	106.06	0.00	6927.25	1501.25
	1994-97 Av	99.98	47.70	1.05	35.31	0.00	7.77	3.57	0.00	323.19	4.33	351.88	346.21	0.00	10314.75	2882.50
	1998	44.87	12.79	4.65	1.16	0.00	0.00	6.78	0.00	125.12	0.00	321.21	312.33	0.00	11498.00	2845.00
	1999	120.39	86.04	0.00	49.67	0.00	36.37	0.00	0.01	295.01	0.00	248.45	248.39	0.00	11757.00	3084.00
Viet Nam	1990-1999	6293.98	2349.75	178.23	1669.45	149.00	350.71	12.15	0.20	11564.93	562.06	7641.00	6515.19	0.00		163919.00
	1990-93 Av	104.02	44.60	1.24	41.86	0.00	0.21	1.29	0.00	315.32	1.16	274.31	251.30	0.00	68599.00	5575.25
	1994-97 Av	971.07	339.91	6.66	236.94	32.51	63.76	0.00	0.03	1725.56	126.80	949.61	771.55	0.00	74321.75	21366.50
	1998	1035.17	271.96	42.74	226.16	0.03	0.20	2.76	0.07	1729.08	35.69	1328.16	1132.91	0.00	76520.00	27185.00
	1999	958.41	539.76	103.90	318.09	18.93	94.62	4.21	0.00	1672.31	14.45	1417.17	1390.91	0.00	77515.00	28567.00

Table 2B: (page 6)		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Recipient Country	Year	Total Commitments for Physical Infrastructure (all types)	of which Transport Sector code 210	of which Transp. Policy & Administrtv Management code 21010	Road Transport code 21020	Rail Transport code 21030	Water Transport (incl. Ports) code 21040	Air Transport code 21050	Storage code 21061	For comparison: Total Gross Commitments (all purposes) code 999	of which action on debt code 600	Total Net Disbursements (All Purposes)	of which ODA net Disburs	Oil and Gas (including pipelines) code 32262	Population (thousands)	GNP ($ million)
Other Asia and the Caucasus: 8 Landlocked Developing Countries																
Mongolia (landlocked)	1990-1999	611.52	247.27	53.92	51.86	90.23	10.08	41.16	0.00	1 431.19	0.00	1 479.74	1 465.37	0.00		7082.00
	1990-93 Av	31.49	16.42	0.00	0.00	7.47	2.52	6.44	0.00	107.69	0.00	82.10	72.32	0.00	2225.00	416.00
	1994-97 Av	104.19	45.39	13.48	12.97	15.09	0.00	3.85	0.00	189.75	0.00	186.91	192.68	0.00	2477.75	891.50
	1998	51.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	161.11	0.00	194.00	194.86	0.00	2585.00	990.00
	1999	17.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	79.73	0.00	209.69	210.52	0.00	2624.00	862.00
Kazakhstan	1990-1999	855.55	622.79	40.00	327.93	86.78	0.00	169.08	0.00	3123.16	0.00	2897.61	874.69	126.58		181792.00
	1990-93 Av	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.84	0.00	52.11	35.15	0.03	12677.00	140.75.00
	1994-97 Av	93.16	88.40	10.00	56.98	21.40	0.00	0.02	0.00	497.88	0.00	416.60	89.64	31.35	16272.25	22019.75
	1998	221.47	169.00	0.00	0.00	0.00	0.00	169.00	0.00	726.18	0.00	722.98	210.42	0.00	15594.00	21679.00
	1999	260.87	100.21	0.00	100.00	0.19	0.00	0.02	0.00	398.08	0.00	299.77	165.09	1.05	15438.00	15722.00
Kyrgyzstan	1990-1999	315.47	220.14	0.00	165.72	0.00	0.00	54.41	0.00	1332.98	0.00	1428.35	1367.25	0.00		20524.00
	1990-93 Av	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30.02	0.00	42.65	33.62	0.00	3360.50	2108.75
	1994-97 Av	51.34	32.25	0.00	18.65	0.00	0.00	13.60	0.00	200.69	0.00	200.45	194.20	0.02	4549.75	2339.75
	1998	109.12	91.12	0.00	91.12	0.00	0.00	0.00	0.00	276.55	0.00	209.21	209.21	0.00	4699.00	1563.00
	1999	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	133.58	0.00	246.76	246.76	0.00	4744.00	1167.00
Tajikistan	1990-1999	5.03	4.11	0.00	0.00	0.00	0.00	4.11	0.00	377.18	0.00	596.10	511.48	0.00		17661.00
	1990-93 Av	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.36	0.00	24.55	8.39	0.00	4162.25	1505.75
	1994-97 Av	1.25	1.03	0.00	0.00	0.00	0.00	1.03	0.00	44.28	0.00	74.89	69.90	0.00	5880.25	1994.50
	1998	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	80.94	0.00	98.55	98.55	0.00	6115.00	1779.00
	1999	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	93.67	0.00	99.80	99.80	0.00	6219.00	1871.00
Uzbekistan	1990-1999	767.28	363.36	0.00	7.93	126.08	3.42	225.93	0.00	1384.20	0.00	1240.71	734.17	0.00		161946.00
	1990-93 Av	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	63.34	30.81	0.00	16065.00	10657.25
	1994-97 Av	122.48	63.91	0.00	1.98	14.02	0.85	47.05	0.00	226.41	0.00	120.37	78.39	0.00	23010.25	21094.50
	1998	132....	82.50	0.00	0.00	70.00	0.00	12.50	0.00	249.18	0.00	214.30	147.59	0.00	24051.00	17434.00
	1999	144.69	25.21	0.00	0.00	0.00	0.00	25.21	0.00	229.15	0.00	291.60	149.76	0.00	24600.00	17505.00
Turkmenistan	1990-1999	105.61	71.43	34.20	0.00	37.23	0.00	0.00	0.00	236.27	0.00	547.30	146.40	1.08		31388.00
	1990-93 Av	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.50	0.00	39.81	9.66	0.00	2971.00	2716.00
	1994-97 Av	26.30	17.86	8.55	0.00	9.31	0.00	0.00	0.00	50.70	0.00	35.33	19.18	0.00	4542.50	3626.00
	1998	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.16	0.00	68.59	14.98	0.27	4718.00	2741.00
	1999	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.32	0.00	178.16	18.08	0.81	4780.00	3279.00
Azerbaijan	1990-1999	439.18	14.72	0.00	0.00	0.00	0.00	14.72	0.00	946.84	0.00	1068.75	761.72	20.80		33698.00
	1990-93 Av	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	33.11	27.53	0.00	5478.25	2636.00
	1994-97 Av	24.21	3.68	0.00	0.00	0.00	0.00	3.68	0.00	97.33	0.00	146.28	105.56	5.20	7560.50	3583.50
	1998	177.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	254.29	0.00	120.49	88.09	0.00	7910.00	4104.00
	1999	164.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	301.24	0.00	218.72	141.29	0.00	7980.00	4316.00
Armenia	1990-1999	255.02	32.93	0.00	31.00	0.01	0.00	1.92	0.00	1207.82	0.00	1266.07	1186.75	0.00		15625.00
	1990-93 Av	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.00	46.91	31.57	0.00	1852.00	1108.75
	1994-97 Av	25.74	7.96	0.00	7.75	0.00	0.00	0.23	0.00	192.32	0.00	191.82	187.44	0.00	3767.00	1600.25
	1998	70.26	1.03	0.00	0.00	0.01	0.00	1.02	0.00	217.23	0.00	137.42	137.40	0.00	3795.00	1961.00
	1999	61.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	218.09	0.00	173.75	173.34	0.00	3809.00	1908.00

Table 2B: (page 7)		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Recipient	Year	Total	of which:	of which:						For comparison:						
Country		Commitments	Transport	Transp. Policy	Road	Rail	Water	Air	Storage	Total Gross	of which:	Total Net	of which:	Oil and Gas	Population	GNP
		for Physical	Sector	& Administrtv	Transport	Transport	Transport	Transport		Commitments	action on	Disburse-	ODA net	(including	(thousands)	($ million)
		Infrastructure		Management			(incl. Ports)			(all purposes)	debt	ments (All	Disburs.	pipelines)		
		(all types)	code:210	code:21010	code:21020	code:21030	code:21040	code:21050	code:21061	code: 999	code:600	Purposes)		code:32262		
Other Asia and the Caucasus: 5 Selected Transit Neighbors																
China	1990-1999	33381.03	16584.15	949.94	4893.19	6868.01	2336.77	1016.24	520.00	60'619.96	0.00	45'150.18	25'814.56	486.75		6'510'734.00
	1990-93 Av	2608.84	1331.24	39.65	290.62	754.29	171.52	75.16	0.00	5'209.88	0.00	3'745.31	2'524.67	54.20	1'156'905.50	423'427.75
	1994-97 Av	4203.96	1997.48	4.53	555.03	837.35	380.03	170.54	50.00	7'498.66	0.00	5'716.00	2'773.09	67.49	1'208'438.75	728'033.50
	1998	3949.84	1850.08	200.95	1306.67	200.03	130.57	11.85	0.00	5'604.98	0.00	4'503.97	2'328.15	0.01	1'238'600.00	929'673.00
	1999	2179.98	1419.17	572.29	203.90	301.41	0.00	21.57	320.00	4'180.81	0.00	2'800.97	2'295.39	0.00	1'249'671.00	975'216.00
Russian	1990-1999	2065.08	1488.58	331.16	1052.69	0.79	100.16	3.78	0.00	33'257.19	16'164.57	46'072.19	13'479.29	500.63		3'025'894.00
Federation	1990-93 Av	1.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1'501.04	1'313.97	3'284.84	1'292.90	0.03	111'249.00	216'624.25
	1994-97 Av	342.96	271.40	82.45	162.99	0.03	25.04	0.89	0.00	5'316.98	2'727.18	5'544.30	1'343.05	125.05	147'897.25	378'511.00
	1998	422.46	401.15	0.44	400.71	0.00	0.00	0.00	0.00	3'653.64	0.00	7'173.72	1'033.00	0.02	146'909.00	265'933.00
	1999	263.80	1.83	0.93	0.01	0.67	0.00	0.20	0.00	2'331.46	0.00	3'581.91	1'902.51	0.31	146'512.00	379'420.00
Islamic	1990-1999	407.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3'625.22	2'684.46	3'841.08	1'185.10	0.00		966'644.00
Republic of	1990-93 Av	101.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	196.08	0.00	110.07	81.01	0.00	59'481.00	94'636.50
Iran	1994-97 Av	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	687.68	671.12	830.71	144.47	0.00	61'882.25	93'393.00
	1998	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.76	0.00	-299.87	143.92	0.00	61'947.00	113'837.00
	1999	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	81.42	0.00	377.63	139.26	0.00	62'978.00	100'689.00
Georgia	1990-1999	272.21	14.63	14.30	0.01	0.00	0.00	0.32	0.00	1'121.91	0.99	1'416.65	1'220.79	0.23		28'633.00
	1990-93 Av	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.00	59.08	33.14	0.00	2'718.25	1'575.50
	1994-97 Av	32.63	3.00	3.00	0.00	0.00	0.00	0.00	0.00	158.09	0.24	205.64	184.45	0.00	5'417.25	3'969.00
	1998	102.61	2.63	2.30	0.01	0.00	0.00	0.32	0.00	205.85	0.02	165.47	160.41	0.00	5'442.00	3'569.00
	1999	39.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	280.50	0.00	192.32	190.02	0.23	5'452.00	2'886.00
Turkey	1990-1999	4554.74	1414.75	5.69	1004.35	399.79	0.00	4.92	0.00	10'225.80	0.00	1'284.50	4'102.59	67.54		1'602'685.00
	1990-93 Av	528.75	131.85	1.42	124.12	5.39	0.00	0.91	0.00	1'158.78	0.00	523.55	861.23	0.00	57'910.50	133'330.00
	1994-97 Av	325.90	129.70	0.00	62.51	67.19	0.00	0.00	0.00	574.62	0.00	-123.51	165.08	16.88	61'287.50	169'099.25
	1998	728.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1'088.05	0.00	-63.32	3.17	0.00	63'373.00	206'135.00
	1999	407.54	368.55	0.00	257.83	109.45	0.00	1.27	0.00	2'204.16	0.00	-252.34	-5.80	0.00	64'326.00	166'833.00

Table 2B: (page 8)		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Recipient	Year	Total	of which:	of which:						For comparison:						
Country		Commitments for Physical Infrastructure (all types)	Transport Sector code:210	Transp. Policy & Administrtv Management code:21010	Road Transport code:21020	Rail Transport code:21030	Water Transport (incl. Ports) code:21040	Air Transport code:21050	Storage code:21061	Total Gross Commitments (all purposes) code: 999	of which: action on debt code:600	Total Net Disburse-ments (All Purposes)	of which: ODA net Disburs.	Oil and Gas (including pipelines) code:32262	Population (thousands)	GNP ($ million)
Other Europe: 1 Landlocked Developing Countries																
FYR	1990-1999	130.27	58.03	56.70	0.00	1.34	0.00	0.00	0.00	895	84	725	714	0.00		19'793.00
Macedonia	1990-93 Av	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	1	1	0.00	515.00	950.00
	1994-97 Av	10.40	6.00	6.00	0.00	0.00	0.00	0.00	0.00	124	19	83	87	0.00	2'048.75	2'328.25
	1998	42.40	0.02	0.02	0.00	0.00	0.00	0.00	0.00	118	8	118	89	0.00	2'010.00	3'287.00
	1999	46.26	34.01	32.68	0.00	1.34	0.00	0.00	0.00	279	0	271	272	0.00	2'021.00	3'393.00
Other Europe: 4 Selected Transit Neighbours																
Bulgaria	1990-1999	446.52	206.07	0.00	0.41	95.54	110.12	0.00	0.00	1866	156	4209	1734	0.00		86'399.00
	1990-93 Av	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	134	33	498	146	0.00	6'544.25	5'249.50
	1994-97 Av	80.28	23.75	0.00	0.00	23.75	0.00	0.00	0.00	185	4	318	164	0.00	8'378.25	10'344.50
	1998	120.43	109.34	0.00	0.01	0.00	109.34	0.00	0.00	327	8	398	232	0.00	8'257.00	11'975.00
	1999	4.54	1.73	0.00	0.40	0.54	0.78	0.00	0.00	260	1	546	260	0.00	8'216.00	12'048.00
Greece	1990-1999	1656.18	1031.30	7.80	953.76	0.95	0.08	68.66	0.00	6603	530	7575	7417	74.31		65'084.00
	1990-93 Av	112.94	64.87	0.80	53.99	0.00	0.00	10.08	0.00	644	51	844	829	0.00	51'947.75	7'066.00
	1994-97 Av	129.86	38.67	0.00	31.36	0.24	0.00	7.07	0.00	581	68	756	733	18.58	57'319.50	5'973.75
	1998	651.97	601.75	4.61	597.09	0.00	0.00	0.05	0.00	1377	52	594	579	0.00	61'266.00	6'453.00
	1999	33.01	15.41	0.00	15.27	0.00	0.08	0.01	0.00	328	2	581	589	0.00	62'782.00	6'472.00
Albania	1990-1999	349.40	135.01	19.05	54.38	12.44	17.04	31.91	0.19	1481	15	2669	2403	0.00		18'144.00
	1990-93 Av	6.11	4.51	4.50	0.00	0.00	0.01	0.00	0.00	66	0	316	255	0.00	3'268.75	612.25
	1994-97 Av	61.02	19.34	0.26	10.18	0.92	0.00	7.98	0.00	138	4	176	170	0.00	3'260.00	2'280.25
	1998	31.20	17.00	0.00	0.00	0.00	17.00	0.00	0.00	148	0	246	246	0.00	3'339.00	3'123.00
	1999	49.66	22.60	0.00	13.65	8.75	0.00	0.01	0.19	519	0	456	457	0.00	3'376.00	3'451.00
FRY	1990-1999	12.80	0.35	0.35	0.00	0.00	0.00	0.00	0.00	631	5	1052	1056	0.00		n.a.
Serbia and	1990-93 Av	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0.00	11'225.00	n.a.
Montenegro	1994-97 Av	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20	0	77	78	0.00	10'554.00	n.a.
	1998	1.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	79	5	105	107	0.00	10'616.00	n.a.
	1999	10.37	0.35	0.35	0.00	0.00	0.00	0.00	0.00	471	0	638	638	0.00	10'616.00	n.a.

Table 2B: (page 9)		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)
Recipient	**Year**	Total	of which:	of which:						**For comparison:**						
Country		Commitments	Transport	Transp. Policy	Road	Rail	Water	Air	Storage	Total Gross	of which:	Total Net	of which:	Oil and Gas	Population	GNP
		for Physical	Sector	& Administrtv	Transport	Transport	Transport	Transport		Commitments	action on	Disburse-	ODA net	(including	(thousands)	($ million)
		Infrastructure		Management			(incl. Ports)			(all purposes)	debt	ments (All	Disburs.	pipelines)		
		(all types)	code:210	code:21010	code:21020	code:21030	code:21040	code:21060	code:21061	code: 999	code:600	Purposes)		code:32262		
Latin America: 2 Landlocked Developing Countries																
Bolivia	1990-1999	1368.15	657.11	54.39	524.91	15.50	2.88	59.43	0.00	6805	1486	6052	5962	65.03		62'524.00
	1990-93 Av	187.72	104.49	0.12	94.89	3.85	0.00	5.63	0.00	631	64	591	523	14.23	7'164.25	4'907.75
	1994-97 Av	104.68	24.28	0.10	14.31	0.00	0.64	9.23	0.00	725	265	654	673	0.70	7'501.50	6'560.50
	1998	13.53	0.01	0.00	0.00	0.00	0.01	0.00	0.00	632	56	557	613	5.34	7'950.00	8'333.00
	1999	185.00	142.02	53.50	88.11	0.09	0.32	0.00	0.00	749	115	517	562	0.00	8'135.00	8'318.00
Paraguay	1990-1999	1116.07	481.40	185.26	296.12	0.00	0.00	0.00	0.00	2147	0	1077	955	0.00		76'371.00
	1990-93 Av	81.80	42.47	25.73	16.74	0.00	0.00	0.00	0.00	180	0	57	100	0.00	4'494.50	5'850.00
	1994-97 Av	156.65	40.78	20.60	20.19	0.00	0.00	0.00	0.00	247	0	133	101	0.00	4'890.25	9'088.50
	1998	157.45	148.42	0.00	148.42	0.00	0.00	0.00	0.00	395	0	143	75	0.00	5'219.00	8'659.00
	1999	4.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	42	0	172	76	0.00	5'359.00	7'958.00
Latin America: 4 Selected Transit Neighbours																
Brazil	1990-1999	9794.94	5521.58	2697.27	2003.53	605.69	214.81	0.00	0.28	31728	3688	8679	1483	130.00		5'922'179.00
	1990-93 Av	772.11	355.44	127.75	173.99	0.00	53.70	0.00	0.00	2494	708	376	38	0.00	153'399.00	409'738.50
	1994-97 Av	1124.01	730.67	304.16	275.33	151.18	0.00	0.00	0.00	2994	214	250	237	32.50	160'381.75	697'021.00
	1998	1613.02	737.77	531.05	206.26	0.44	0.01	0.00	0.00	2744	0	2122	265	0.00	165'874.00	758'869.00
	1999	597.47	439.38	438.55	0.01	0.54	0.01	0.00	0.28	7032	0	4054	116	0.00	168'066.00	736'272.00
Argentina	1990-1999	4213.09	569.60	104.02	465.13	0.34	2.74	7.37	0.00	27185	1669	14763	1532	28.00		2'350'097.00
	1990-93 Av	378.40	3.03	0.00	1.21	0.00	0.00	1.82	0.00	1774	413	1332	228	7.00	33'011.00	161'850.50
	1994-97 Av	252.60	26.67	26.00	0.00	0.00	0.67	0.00	0.00	2628	4	1306	121	0.00	34'934.25	283'650.00
	1998	542.64	460.29	0.00	460.29	0.00	0.00	0.00	0.00	7605	0	2555	69	0.00	36'125.00	291'050.00
	1999	1146.44	0.50	0.02	0.01	0.34	0.06	0.08	0.00	1971	0	1657	67	0.00	36'571.00	277'045.00
Chile	1990-1999	1004.98	771.88	247.92	310.31	142.50	71.15	0.00	0.00	3805	2	-896	1282	0.00		534'153.00
	1990-93 Av	199.41	153.73	61.38	47.22	27.39	17.75	0.00	0.00	707	0	260	127	0.00	13'480.75	34'804.50
	1994-97 Av	44.59	38.56	0.11	30.35	8.10	0.00	0.00	0.00	121	0	-549	152	0.00	14'315.00	62'986.50
	1998	0.88	0.17	0.12	0.05	0.00	0.00	0.00	0.00	173	0	355	100	0.00	14'822.00	73'894.00
	1999	28.09	2.56	1.84	0.00	0.57	0.15	0.00	0.00	319	0	-93	67	0.00	15'018.00	69'096.00
Peru	1990-1999	3524.37	1726.91	750.81	799.86	23.43	152.79	0.03	0.00	14323	3033	10512	4151	8.23		472'827.00
	1990-93 Av	75.71	60.62	52.74	2.30	5.59	0.00	0.00	0.00	966	139	1009	470	0.00	22'264.50	31'860.75
	1994-97 Av	598.17	255.86	59.97	157.71	0.00	38.20	0.00	0.00	1808	565	1111	339	2.06	23'869.00	57'165.50
	1998	32.09	19.92	0.00	19.90	0.00	0.00	0.02	0.00	326	19	900	482	0.00	24'801.00	61'261.00
	1999	796.79	440.99	300.00	139.91	1.07	0.00	0.01	0.00	2902	199	1130	436	0.00	25'231.00	55'461.00

Table 3 Landlocked Transport

Private Foreign Direct Investment in the Transport Sector
in Landlocked Developing Countries and Transit Neighbours
1990-1999, by Region ($ million)

Region	Country	Year	Investment
Landlocked Developing Countries			
West Africa	Burkina Faso	1994	0 *
Southern Africa	Zimbabwe	1994	18
Southern Africa	Zimbabwe	1997	70
East Africa	Malawi	1999	5
Latin America	Bolivia	1996	146
Latin America	Bolivia	1997	1
Latin America	Paraguay	1998	58
	Total Landlocked Countries		299
Selected Transit Neighbours			
West Africa	Cote d'Ivoire	1996	28
West Africa	Cote d'Ivoire	1999	150
West Africa	Togo	1996	0 *
West Africa	Cameroon	1993	31
West Africa	Cameroon	1999	95
Southern Africa	South Africa	1990	0 *
Southern Africa	South Africa	1993	0 *
Southern Africa	South Africa	1997	425
Southern Africa	South Africa	1998	166
Southern Africa	South Africa	1999	795
Southern Africa	Mozambique	1993	0 *
Southern Africa	Mozambique	1996	0 *
Central Africa	Congo, Dem. Rep	1995	0 *
East Africa	Kenya	1996	0 *
East Africa	Kenya	1998	53
East Africa	United Republic of Tanzania	1998	17
South and East Asia	Pakistan	1995	165
South and East Asia	Pakistan	1997	364
South and East Asia	India	1990	2
South and East Asia	India	1994	125
South and East Asia	India	1996	107
South and East Asia	India	1997	431
South and East Asia	India	1998	139
South and East Asia	India	1999	239

Table 3 (page 2)

Selected Transit Neighbours (continued)

Region	Country	Year	Investment
South and East Asia	Thailand	1990	2'524
South and East Asia	Thailand	1991	16
South and East Asia	Thailand	1992	48
South and East Asia	Thailand	1993	0 *
South and East Asia	Thailand	1995	1'700
South and East Asia	Thailand	1996	0 *
South and East Asia	Cambodia	1995	120
South and East Asia	Cambodia	1997	100
South and East Asia	Viet Nam	1997	81
Other Asia	China	1990	173
Other Asia	China	1991	1'922
Other Asia	China	1992	557
Other Asia	China	1993	1'172
Other Asia	China	1994	2'086
Other Asia	China	1995	283
Other Asia	China	1996	5'024
Other Asia	China	1997	3'130
Other Asia	China	1998	1'089
Other Asia	China	1999	228
Other Asia	Russian Federation	1994	0 *
Other Asia	Russian Federation	1995	0 *
Other Asia	Russian Federation	1998	400
Other Asia	Turkey	1997	305
Other Asia	Turkey	1999	200
Latin America	Argentina	1990	2'088
Latin America	Argentina	1991	231
Latin America	Argentina	1992	915
Latin America	Argentina	1993	1'375
Latin America	Argentina	1994	977
Latin America	Argentina	1995	488
Latin America	Argentina	1996	922
Latin America	Argentina	1997	1'390
Latin America	Argentina	1998	7'293
Latin America	Argentina	1999	2'120
Latin America	Brazil	1994	328
Latin America	Brazil	1995	903
Latin America	Brazil	1996	5'293
Latin America	Brazil	1997	4'542
Latin America	Brazil	1998	9'306
Latin America	Chile	1993	123
Latin America	Chile	1994	27
Latin America	Chile	1995	500
Latin America	Chile	1996	181
Latin America	Chile	1997	1'911
Latin America	Chile	1998	560
Latin America	Chile	1999	438
Latin America	Peru	1998	8
Latin America	Peru	1999	79
	Total Transit Countries		55'486

* Note 0 = Projects involving private foreign run "operations and management" contracts but not considered to involve any foreign private investment flows.

Table 4: Landlocked Transport

FREIGHT PAYMENTS AS % OF MERCHANDISE IMPORTS (f.o.b.)

Available Balance of Payments Data for 30 Landlocked Developing Countries, Compared to Selected Transit Neighbours, by Region and Direction of Trade

Landlocked Developing Countries	Year	Imports (f.o.b.) $ million	Freight Payments Total $ million	Freight Payments as % of Imports	For Comparison: Transit Neighbour Countries	Year	Freight as% of Imports	Difference: Landlocked % minus Transit %	% of Imports from: Developed Industrial Countries	% of Imports from: All African Regions	% of Exports to: Developed Industrial Countries	% of Exports to: All African Regions	Exports as % of Imports 1'999.00
West Africa:													
Mali*	1997.00	550.90	197.0	**35.70**					38.00	50.00	38.00	8.00	19.00
					Senegal*	1997.00	**12.90**	**22.80**	63.00	13.00	37.00	36.00	51.00
					Guinea*	1999.00	**13.20**	**22.50**	65.00	12.00	69.00	7.00	(97) 111
					Cote d'Ivoire	1998.00	**15.0**	**20.70**	64.00	16.00	61.00	29.00	(98) 147
Burkina Faso*	1994.00	344.30	49.70	**14.40**					59.00	30.00	48.00	33.00	23.00
					Cote d'Ivoire	1998.00	**15.0**	**-0.60**	64.00	16.00	61.00	29.00	(98) 147
					Ghana	1999.00	**7.90**	**6.50**	53.00	29.00	61.00	19.00	60.00
					Togo*	1998.00	**16.80**	**-2.40**	35.00	35.00	25.00	22.00	39.00
Niger*	1995.00	305.60	76.40	**25.0**					50.00	27.00	80.00	20.00	55.00
					Benin*	1998.00	**17.40**	**7.60**	64.00	15.00	23.00	20.00	25.00
					Nigeria	1999.00	**7.10**	**17.90**	62.00	5.00	65.00	11.00	156.00
Chad*	1994.00	212.10	91.90	**43.30**					77.00	17.00	66.00	29.00	67.00
					Nigeria	1999.00	**7.10**	**36.20**	62.00	5.00	65.00	11.00	156.00
					Cameroon	1995.00	**8.60**	**34.70**	61.00	21.00	79.00	8.00	122.00
Central African Rep*	1994.00	130.60	35.70	**27.30**					60.00	12.00	53.00	3.00	(95) 99
					Cameroon	1995.00	**8.60**	**18.70**	61.00	21.00	70.00	8.00	122.00
					Congo	1997.00	**20.60**	**6.70**	67.00	12.00	64.00	2.00	240.00
Southern Africa:													
Botswana	1999.00	1996.50	199.40	**10.0**					n.a.	n.a.	n.a.	n.a.	134.00
					South Africa	1999.00	**6.20**	**3.80**	71.00	3.00	48.00	12.00	(98) 92
					Mozambique*	1998.00	**10.0**	**0.0**	30.00	44.00	42.00	44.00	23.00
Lesotho*	1999.00	779.20	30.20	**3.90**					n.a.	n.a.	n.a.	n.a.	22.00
					South Africa	1999.00	**6.20**	**-2.30**	71.00	3.00	48.00	12.00	(98) 92
Swaziland	1999.00	1052.10	7.90	**0.80**					n.a.	n.a.	n.a.	n.a.	89.00
					South Africa	1999.00	**6.20**	**-5.40**	71.00	3.00	48.00	12.00	(98) 92
					Mozambique*	1998.00	**10.0**	**-9.20**	30.00	44.00	42.00	44.00	23.00

Table 4 – page 2: Landlocked Developing Countries	Year	Imports (f.o.b.) $ million	Freight Payments Total $ million	as % of Imports	For Comparison: Transit Neighbour Countries	Year	Freight as% of Imports	Difference: Landlocked % minus Transit %	% of Imports from: Developed Industrial Countries	All African Regions	% of Exports to: Developed Industrial Countries	All African Regions	Exports as % of Imports 1'999.00
Zimbabwe	1'994.00	1'803.50	240.0	13.30					43.00	36.00	54.00	33.00	89.00
					South Africa	1'999.00	6.20	7.10	71.00	3.00	48.00	12.00	(98) 92
					Mozambique*	1'998.00	10.0	3.30	30.00	44.00	42.00	44.00	23.00
Zambia*	1'991.00	752.0	122.0	16.20					34.00	52.00	53.00	5.00	98.00
					Mozambique*	1'998.00	10.0	6.20	30.00	44.00	42.00	44.00	23.00
					United Republic of Tanzania*	1'998.00	12.60	3.60	49.00	19.00	53.00	14.00	(98) 37
Malawi*	1'994.00	639.0	178.10	27.90					27.00	53.00	59.00	21.00	80.00
					Mozambique*	1'998.00	10.0	17.90	30.00	44.00	42.00	44.00	23.00
					United Republic of Tanzania*	1'998.00	12.60	15.30	49.00	19.00	53.00	14.00	(98) 37
East Africa:													
Burundi*	1'999.00	97.30	13.60	14.0					43.00	27.00	72.00	2.00	47.00
	1'998.00	123.50	28.20	22.80					51.00	23.00	61.00	3.00	41.00
					United republic of Tanzania	1'998.00	12.60	1.40	49.00	19.00	53.00	14.00	(98) 37
								10.20					
					Kenya	1'999.00	8.60	5.40	48.00	9.00	43.00	36.00	(90) 58
								14.20					
Rwanda*	1'997.00	278.20	46.60	16.80					50.00	27.00	61.00	5.00	29.00
					United Republic of Tanzania*	1'998.00	12.60	4.20	49.00	19.00	53.00	14.00	(98) 37
					Kenya	1'999.00	8.60	8.20	48.00	9.00	43.00	36.00	(90) 58
Uganda*	1'999.00	1'096.50	254.40	23.20					33.00	50.00	77.00	3.00	44.00
					United Republic of	1'998.00	12.60	10.60	49.00	19.00	53.00	14.00	(98) 37
					Kenya	1'999.00	8.60	14.60	48.00	9.00	43.00	36.00	(90) 58
Ethiopia*	1'999.00	1'244.90	124.30	10.0					45.00	4.00	61.00	17.00	(98) 41
					Djibouti*	1'995.00	15.20	-5.20	43.00	11.00	9.00	74.00	23.00
					Eritrea*	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	(97) 34

Table 4 – page 3: Landlocked Developing Countries	Year	Imports (f.o.b.) $ million	Freight Payments Total $ million	Freight Payments as % of Imports	For Comparison: Transit Neighbour Countries	Year	Freight as% of Imports	Difference: Landlocked % minus Transit %	% of Imports from: Developed Industrial Countries	% of Imports from: South & East Asia Region	% of Exports to: Developed Industrial Countries	% of Exports to: South & East Asia Region	Exports as % of Imports 1'999.00
South and East Asia:													
Afghanistan*	1'999.00	468.0	n.a.	n.a.					29.00	46.00	33.00	46.00	24.00
		(c.i.f.)			Islamic Republic of Iran	1'998.00	**9.60**	n.a.	53.00	19.00	51.00	29.00	(97) 130
					Pakistan	1'997.00	**8.70**	n.a.	48.00	22.00	60.00	20.00	82.00
Nepal*	1'999.00	1'589.50	29.0	**1.80**					11.00	66.00	60.00	32.00	(98) 31
					India	1'999.00	**10.50**	**-8.70**	46.00	26.00	57.00	21.00	(07) 85
Bhutan*	1'999.00	140.0	n.a.	n.a.					n.a.	n.a.	n.a.	n.a.	91.00
		(c.i.f.)			India	1'999.00	**10.50**	n.a.	46.00	26.00	57.00	21.00	(07) 85
Lao PDR*	1'998.00	506.80	32.30	**6.40**					10.00	88.00	41.00	23.00	(97) 47
					Thailand	1'999.00	**11.10**	**-4.70**	52.00	35.00	58.00	36.00	116.00
					Cambodia*	1'999.00	**7.60**	**-1.20**	19.00	80.00	30.00	56.00	107.00
					Viet Nam	1'999.00	n.a.	n.a.	28.00	64.00	63.00	27.00	(97) 79
Mongolia	1'999.00	510.70	56.40	**11.0**					30.00	35.00	31.00	56.00	(98) 67
					China	1'999.00	**4.10**	**6.90**	52.00	36.00	57.00	33.00	118.00
					Russian Federation	1'999.00	**5.30**	**5.70**	49.00	36.00	50.00	34.00	239.00

Table 4 – page 4: Landlocked Developing Countries	Year	Imports (f.o.b.) $ million	Freight Payments Total $ million	as % of Imports	For Comparison: Transit Neighbour Countries	Year	Freight as% of Imports	Difference: Landlocked % minus Transit %	% of imports from: Developed Industrial Countries	Central Asia/East Europe Region	% of Exports to: Developed Industrial Countries	Central Asia/East Europe Region	Exports as % of Imports 1'999.00
Central Asia and Eastern Europe:													
Kazakhstan	1'998.00	5645.0	309.80	**5.50**					34.00	46.00	37.00	43.00	(98) 127
					Russian Federation	1'999.00	**5.30**	**0.20**	49.00	36.00	50.00	34.00	239.00
Kyrgyzstan	1'998.00	755.7	78.0	**10.30**					24.00	59.00	43.00	51.00	74.00
					Russian Federation	1'999.00	**5.30**	**5.0**	49.00	36.00	50.00	34.00	239.00
Tajikistan	1'999.00	663.00 (c.i.f.)	n.a.	n.a.					17.00	80.00	47.00	48.00	104.00
Uzbekistan	1'999.00	2678.0 (c.i.f.)	n.a.	n.a.					40.00	37.00	21.00	62.00	82.00
Turkmenistan	1'997.00	1'005.10	145.90	**14.50**					31.00	55.00	24.00	59.00	115.00
					Russian Federation	1'999.00	**5.30**	**9.20**	49.00	36.00	50.00	34.00	239.00
					Islamic Rep. of Iran	1'998.00	**9.60**	**4.90**	53.00	19.00	51.00	29.00	(97) 130
					Georgia	1'999.00	**4.10**	**10.40**	32.00	56.00	34.00	54.00	(97) 25
					Rep. of Turkey	1'999.00	**3.20**	**11.30**	67.00	12.00	66.00	9.00	66.00
Azerbaijan	1'999.00	1'433.40	38.70	**2.70**					37.00	48.00	53.00	33.00	90.00
	1'998.00	1'723.90	150.10	**8.70**					27.00	61.00	27.00	64.00	(98) 56
					Russian Federation	1'999.00	**5.30**	**-2.60**	49.00	36.00	50.00	34.00	239.00
								3.40					
					Islamic Rep. of Iran	1'998.00	**9.60**	**-6.90**	53.00	19.00	51.00	29.00	(97) 130
								-0.90					
					Georgia	1'999.00	**4.10**	**-1.40**	32.00	56.00	34.00	54.00	(97) 25
								4.60					
					Republic of Turkey	1'999.00	**3.20**	**-0.50**	67.00	12.00	66.00	9.00	66.00
								5.50					
Armenia	1'999.00	721.3	75.30	**10.40**					44.00	34.00	55.00	26.00	28.00
					Russian Federation	1'999.00	**5.30**	**5.10**	49.00	36.00	50.00	34.00	239.00
					Islamic Rep. of Iran	1'998.00	**9.60**	**0.80**	53.00	19.00	51.00	29.00	(97) 130
					Georgia	1'999.00	**4.10**	**6.30**	32.00	56.00	34.00	54.00	(97) 25
					Rep. of Turkey	1'999.00	**3.20**	**7.20**	67.00	12.00	66.00	9.00	66.00
FYR Macedonia	1'999.00	1'602.20	110.20	**6.90**					47.00	47.00	59.00	38.00	28.00
					Bulgaria	1'998.00	**6.90**	**0.0**	57.00	33.00	62.00	31.00	(98) 82
					Greece	1'997.00	**4.10**	**2.80**	76.00	9.00	58.00	30.00	38.00
					Albania	1'999.00	**7.10**	**-0.20**	82.00	16.00	95.00	4.00	31.00

Table 4 – page 5: Landlocked Developing Countries	Year	Imports (f.o.b.) $ million	Freight Payments Total $ million	as % of Imports	For Comparison: Transit Neighbour Countries	Year	Freight as% of Imports	Difference: Landlocked % minus Transit %	% of Imports from: Developed Industrial Countries	Latin American Region	% of Exports to: Developed Industrial Countries	Latin American Region	Exports as % of Imports 1'999.00
Latin America:													
Bolivia	1'999.00	1'539.10	174.70	**11.40**					46.00	46.00	60.00	38.00	76.00
					Chile	1'999.00	**5.60**	**5.80**	52.00	33.00	62.00	21.00	115.00
					Peru	1'999.00	**8.20**	**3.20**	62.00	31.00	71.00	16.00	90.00
					Brazil	1'999.00	**3.70**	**7.70**	64.00	19.00	58.00	24.00	88.00
					Argentina	1'999.00	**4.40**	**7.0**	55.00	30.00	36.00	44.00	91.00
Paraguay	1'999.00	1'039.80	200.0	**6.60**					34.00	55.00	21.00	76.00	34.00
					Brazil	1'999.00	**3.70**	**2.90**	64.00	19.00	58.00	24.00	88.00
					Argentina	1'999.00	**4.40**	**2.20**	55.00	30.00	36.00	44.00	91.00

Note: * = Least Developed Country (LDC)

Table 5: Landlocked Transport

COMPARATIVE COST OF SHIPPING FROM USA TO 64 ALTERNATIVE DESTINATIONS:

Illustrative Freight Costs for One Shipping Company in 1999 for a 40-Foot Loosely Packed Container from Baltimore, MD to the Port and City Shown

Countries Ranked in Descending Order of Costs for Landlocked and for Coastal Destinations

Country of Destination	City of Destination	Cost in US dollars	Port City of Entry	Country of Entry	Great Circle Distance (km) from USA to Destination
I. LANDLOCKED COUNTRY DESTINATIONS:					
Bhutan	Thimphu	13'000.00	Mumbai	IND	12'498.00
CentralAfricanRepublic	Bangui	13'000.00	Douala	CMR	10'196.44
Nepal	Kathmandu	13'000.00	Mumbai	IND	12'395.90
Chad	N'Djamena	13'000.00	Douala	CMR	9'351.63
Tajikistan	Dushanbe	13'000.00	Brest	FRA	10'711.00
Turkmenistan	Ashkhbad	13'000.00	Brest	FRA	10'290.00
Uzbekistan	Tashkent	13'000.00	Brest	FRA	10'458.00
Kazakhstan	Almaty	12'000.00	St. Petersburg	RUS	10'490.00
Kyrgyzstan	Bishkek	12'000.00	St. Petersburg	RUS	10'478.00
Swaziland	Mbabane	12'000.00	Durban	ZAF	13'351.00
Burundi	Bujumbura	10'000.00	Mombasa	KEN	11'670.58
Botswana	Gaborone	10'000.00	Capetown	ZAF	12'783.64
Lesotho	Maseru	10'000.00	Durban	ZAF	13'192.00
Azerbaijan	Baku	8'000.00	Izmir	TUR	9'660.00
Hungary	Budapest	7'870.00	Hamburg	DEU	7'344.24
Armenia	Yerevan	7'800.00	Poti	GEO	9'387.00
Malawi	Lilongwe	7'500.00	Johannesburg	ZAF	12'781.91
Belerus	Minsk	7'200.00	Brest	FRA	7'432.00
Burkina Faso	Ouagadougou	7'000.00	Abidjan	CIV	7'908.76
Mali	Bamako	7'000.00	Abidjan	CIV	7'328.35
Niger	Niamey	7'000.00	Cotonou	BEN	8'145.97
FRY Macedonia	Skopje	6'800.00	Leghorn	ITA	7'822.00
Bolivia	La Paz Sucre	6'500.00	Arica	CHL	6'235.11
Paraguay	Asuncion	6'500.00	Porto Alegre	BRA	7'421.03
Slovakia	Bratislava	6'500.00	Hamburg	DEU	7'160.00
Czech Republic	Prague	6'450.00	Hamburg	DEU	6'907.17
Republic of Moldova	Chisinau	6'000.00	Illichevsk	UKR	7'960.00
Ethiopia	AddisAbaba	5'000.00	Assab	ERI	11'530.49
Zambia	Lusaka	5'000.00	Durban	ZAF	12'400.45
Zimbabwe	Harare	5'000.00	Durban	ZAF	12'797.07
Austria	Vienna	4'000.00	Bremen	DEU	7'130.32
Switzerland	Bern	4'000.00	Bremen	DEU	6'607.15
Luxembourg	Luxembourg	4'000.00	Antwerp	BEL	6'378.00
Rwanda	Kigali	3'500.00	Mombasa	KEN	11'628.81
Uganda	Kampala	2'000.00	Mombasa	KEN	11'675.78

Table 5: Landlocked Transport (page 2)

Country of Destination	City of Destination	Cost in US dollars	Port City of Entry	Country of Entry	Great Circle Distance (km) from USA to Destination
II. COASTAL COUNTRY DESTINATIONS:					
China	Beijing	13'000.00	Qingdao	CHN	11'482.05
Congo	Brazaville	8'000.00	Pointe Noire	COG	10'519.26
Eritrea	Asmara through Assab	8'000.00	Djibouti	DJI	11'041.00
Mozambique	Maputo	8'000.00	Durban	ZAF	13'427.37
Benin	Porto Novo	7'000.00	Porto Novo	BEN	8'659.35
Uruguay	Montevideo	6'500.00	Montevideo	URY	8'488.08
Georgia	T'bilisi	6'000.00	Poti	GEO	9'285.00
India	New Delhi	6'000.00	Mumbai	IND	12'058.85
Russian Federation	Moscow	6'000.00	St. Petersburg	RUS	7'827.60
Thailand	Bangkok	6'000.00	Bangkok	THA	14'168.51
Cameroon	Yaounde	5'000.00	Douala	CMR	9'622.85
Argentina	Buenos Aires	4'000.00	Buenos Aires	ARG	8'401.60
Brazil	Brasilia	4'000.00	Santos	BRA	6'799.16
Nigeria	Lagos	4'000.00	Lagos	NGA	8'737.58
Peru	Lima	4'000.00	Callao	PER	5'670.74
Senegal	Dakar	4'000.00	Dakar	SEN	6'379.45
Turkey	Ankara	4'000.00	Izmir	TUR	8'733.16
Belgium	Brussels	3'500.00	Antwerp	BEL	6'221.59
Chile	Santiago	3'500.00	Arica	CHL	8'079.34
Italy	Rome	3'500.00	Antwerp	BEL	7'222.94
Netherlands	Amsterdam	3'500.00	Antwerp	BEL	6'197.57
Cote d'Ivoire	Abidjan	3'000.00	Abidjan	CIV	8'175.70
Germany	Bonn	3'000.00	Bremen	DEU	6'405.63
Togo	Lome	3'000.00	Lome	TGO	8'571.95
South Africa	Durban	2'500.00	Durban	ZAF	13'488.00
South Africa	Capetown	2'000.00	Capetown	ZAF	12'702.00
Ghana	Tema	1'000.00	Tema	GHA	8'488.55
Kenya	Nairobi	1'000.00	Mombasa	KEN	12'152.58
United Republic of Tanzania	Dar-es-Salaam	1'000.00	Dar-es-Salam	TZA	12'756.65